

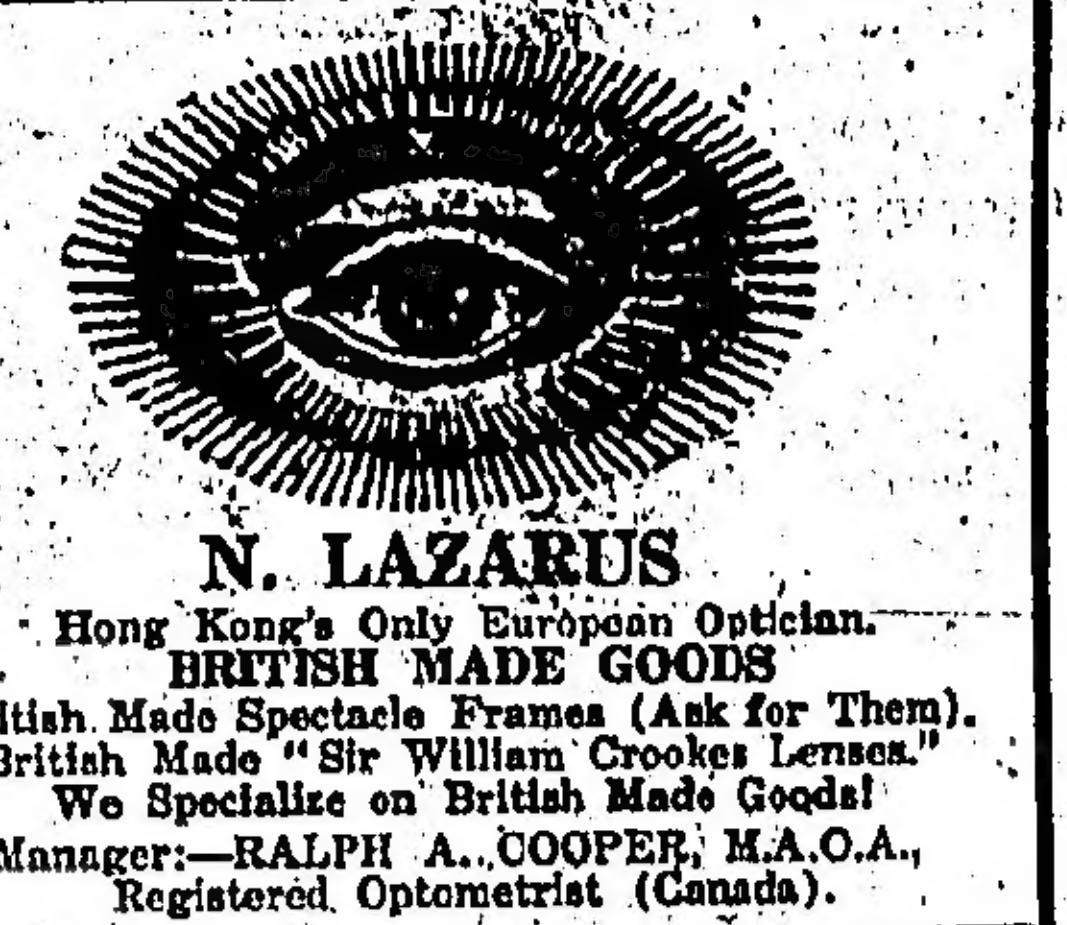
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China Mail

ESTABLISHED 1845

No. 25,722 HONG KONG, SATURDAY, NOVEMBER 19, 1927. PRICE, \$3.00 Per Month.



COUP EXPANDING.

IRONSIDES CAPTURE CANTON FORTS.

NAVY LOYAL TO KWANGSI.

\$10,000 Reward for Wong Shiu-hung's Head.

RAIDERS KILLED WHEN FIGHTING FOR A SAFE WITH \$800,000.

That Kwangtung is almost certain to be in for a period of fighting is almost assured now but there is more than a possibility that operations will be outside of Canton city.

The Ironsides have not been idle. They followed up their initial success of taking over control in the city and have now gone as far as appointing a Leftist officer who is a native of Kwangsi to go and undermine General Wong Shiu-hung's authority in his own province.

On the whole, the Kwangsi clique has suffered also "in the provinces" but they still have several well-equipped brigades, a flotilla of gunboats has withdrawn up the West River to stand by them at Shiu-hing, and they have not been ousted from two of the three metropolitan railways.

COMING BATTLE INSIDE CITY?

FILTHY LUCRE.

How the Rival Troops Grabbed for Money.

"Filthy lucre" has played a significant part in the coup, writes a "China Mail" correspondent.

Money was not concerned in buying over doubtful units but in directly causing casualties in the city when large sums were found by parties of raiding Ironsides.

At the headquarters of the division under Lt.-General Chan Chai-

CITY NOW QUIET.

Canton, Yesterday. There has been no further fighting in the city, which is now quiet.—British Naval Wireless.

tong (a supporter of Li Chai-sum) were found \$150,000 in Canton banknotes, 1,600 rifles and three guns, the whole of which should have been transported to Swatow. This fell into the hands of the Ironsides.

At General Li Chai-sum's headquarters, a sum of \$800,000 was discovered. One big safe which defied efforts to open it led to a quarrel among the victorious Ironsides who had killed several of the Kwangsi guards trying to defend it. Subsequently the raiding troops had a fight in which more casualties were inflicted but the safe was ultimately opened.

PLACES TAKEN.

Significance of Ironsides' Captures.

So soon as order had been restored in Canton city, the Ironsides set out to establish themselves in adjoining places of strategic importance.

The Cement Factory at Honam, which was guarded by two regiments of Kwangsi military police, was taken over by General Li Fook-lum's Cantonese (who allied themselves with the Ironsides) without much trouble. Canton's highest military authority—the temporary war council—is established at the factory.

Canton Arsenal.

Lt-General Hsieh Yo, a divisional commander who deserted the Kwangsi clique for the Ironsides, is bearing the brunt of the attack up the Canton-Hankow Railway (Kwangtung section) against General Wong Shiu-hung's main strength.

Hsieh Yo has captured the Canton Arsenal. Of this arsenal the "China Year Book" says:

Original machinery of British and German make.

Partly destroyed in 1920 when (a Kwangsi militarist) evacuated but was working again in a year.

Large shipment of American machinery imported in early spring of 1921 but because of financial difficulties the authorities had to take delivery piecemeal and a large proportion of the shipment is not yet in commission.

Present capacity about 700,000 cartridges a month, 25 rifles a day, 8 machine guns (Vickers model) a month, and unknown quantity of automatic pistols. Smokeless powder also manufactured.

Surprise Captures.

As a matter of fact, the value of the Arsenal has deteriorated rapidly and the former Canton Mint is now used for the finer work of gun-making.

(Continued on Page 7.)

32 HOUSES GUTTED.

Disastrous Blaze at Canton.

BIGGEST FOR A YEAR.

Woman Owner of Shop Believed To Be Dead.

Thirty-two houses were gutted by a devastating fire in the heart of Canton city on Thursday when interest was centred in the dramatic coup of the Ironsides against the Kwangtung Government.

Tai Hong Road was the scene of the blaze which is the largest in Canton for over a year. The conflagration was among shops in the rattan trade.

A careless cigarette end thrown among highly combustible material is believed to have been the cause.

Beginning at 1 p.m., the flames were not under control till 6 p.m. when embers were still smouldering.

Club Members Keep Order.

Thirty members of the bamboo workers' recreation club assisted armed police in keeping order. A lady, the mistress of the shop where the blaze originated, is missing, and is believed to have perished.

Twenty-four of the houses destroyed were used as shops and eight as tenements. The damage is very heavy.

The fact of the blaze spreading in several directions made the firemen's work exceedingly difficult.

LEFTISTS IN POWER.

Unexpected Sternness Towards Demonstrator.

Although Leftist politicians have not been slow to take full advantage of the Ironsides' successful coup, extremist agitators are still being sternly dealt with when hopes existed that they would now receive sympathy from the new regime.

The leader of the demonstrators who proceeded to Mr. Wang Ching-wei's house shortly after his last return to Canton, and who escaped when the Police surprised the party, has been taken into custody. This man has had a violent part in the working of the Leftist federation of labour unions. The Police Commissioner is reported as taking a very serious view of his case.

Special Condemnation.

Canton's papers gave comparatively little prominence to the Ironsides' coup, the accounts being overshadowed by faithful reproductions of manœuvres by a steadily increasing number of officials and organisations.

The city branch of the Kuomin-tang met yesterday. Pride of place among the resolutions was reserved for avowals of support for Mr. Wang Ching-wei but there is no mention of General Li Chai-sum, the Commander-in-Chief who has accompanied Mr. Wang to Shanghai.

General Li's deputy, General Wong Shiu-hung, is singled out for special condemnation for being a "new feudalistic militarist."

Kuomin-tang Policy.

Two resolutions can be construed as in opposition to Li Chai-sum. His order in April to round up the Communists and "to purge the Nationalist Party" is now described as illegal and the release of those detained since the raid is demanded. In other words, fault is found with Li Chai-sum's policy.

Then the provincial branch of the Kuomin-tang met on Wednesday, prior to the coup, when a resolution was passed to support the alliance of Mr. Wang Ching-wei with General Chiang Kai-shek who is at Shanghai.

WHAMPOA CADETS.

Chiang Kai-shek's Advice to Them.

That General Chiang Kai-shek still takes more than academic interest in the Whampoa Cadets, who first won fame under his leadership, is evident from the following:

Shanghai, Nov. 12. Some 82 Chinese graduates of the Whampoa Military Academy, all natives of Chekiang province, have been selected by the provincial authorities to go to Japan to study.

General Chiang Kai-shek, who saw them off, made a speech giving them advice as to how they should pursue their studies in Nanking for trial, says the "Eastern Times."

FROM CANTON.

Russian Communists to be Tried at Nanking.

Five Russians, including one woman, who were recently arrested at Shanghai, on suspicion of being Communists, upon their arrival from Canton and Swatow, and who have been detained in custody of the Shanghai District Court of Justice, will be sent to Nanking for trial, says the "Eastern Times."

Eastern Times.

SECRETS OF PLOT.

Poetic Justice Done to Wong Shiu-hung.

CANTON COUP REVELATIONS.

Li Chai-sum's Middle Course Of Pitfalls.

(By "Li Chung-yio.")

Poetic justice seems to have been meted out to Wong Shiu-hung, the Kwangsi General who had to flee for his life on Wednesday night when the Ironsides launched their dramatic coup in Canton.

Plots within plots, have been reflected reflecting no great credit on any of the parties concerned. The most apparent factor is that General Li Chai-sum, who has occupied a fairly secure position for some time as commander-in-chief of the Canton Government, has stumbled into pitfalls through trying to keep a middle course and a policy of least resistance.

Who the Quarrel is With.

Because they have increased their numbers materially, the Ironsides are apt to be forgotten as former subordinates of Li Chai-sum. And this week's coup is not the result so much of a quarrel between the Ironsides and Li Chai-sum as between the Ironsides and General Wong Shiu-hung.

Wong Shiu-hung is connected with the 7th Nationalist Army while Li Chai-sum's command (and the unit which became the Ironsides) made up the 4th Nationalist Army, both with a preponderance of Kwangsi men.

Peace at Any Price.

Li Chai-sum was wise in trying to maintain good terms with the 7th Army and with the Ironsides. But in living up to "peace at any price" he has had to pay dearly.

When General Chiang Kai-shek was forced by Li Chai-sum to resign the post of generalissimo of the Nationalist armies, Wong Shiu-hung flattered Li Chai-sum by suggesting that he should step into Chiang Kai-shek's shoes.

Very wisely, Li Chai-sum realised the growing desire for a council instead of a generalissimo to direct the war.

Direct Action Proposed.

It has been suggested but not proved that Wong Shiu-hung's motive was to tempt Li Chai-sum to go to Nanking so that he (Wong Shiu-hung) would succeed Li Chai-sum and take over the control of Kwangtung in addition to Kwangsi which he already held.

Just about that time, the Ironsides started out on their march from Hankow back to Canton.

Their return was discussed by Li Chai-sum and his commanders, Wong Shiu-hung proposed direct action to prevent the Ironsides reaching Canton. His argument was that the Ironsides had imbibed Hankow ideas and Canton must not become a vassal state of Hankow.

Element of Jealousy.

One can only surmise that Wong Shiu-hung, like other war lords, strongly desired to keep the two Kwang provinces to himself and his partner, Li Chai-sum.

Another who opposed the Ironsides' return was Li General Chan Chai-tong, who commands a division under Li Chai-sum.

The motive ascribed to him is one of personal jealousy. General Chiang Fah-hui left Canton as Major-General in command of a brigade. He was coming back as a super-general, with a command of nominally two armies, and a superior of Lt-General Chan Chai-tong.

To Waylay the Ironsides.

But there were other generals who favoured the Ironsides, these including Lt-General Chui King-tong, who also has a division under Li Chai-sum, and who is now attending the Japanese autumn manoeuvres.

(Continued on Page 7.)

INTERPORT CRICKET.

First Match Against Shanghai.

FAST, HARD WICKET.

Visitors Open First Innings This Morning.

The series of interport cricket matches opened this morning on the H.K.C.C. ground, the teams being Hong Kong and Shanghai.

Shanghai's team was constituted according to original plans but Hong Kong, as was the case last year, had to call on the 12th man.

E. G. Fincher, of the Kowloon Cricket Club, took the place of Lt. K. Hunt, R.M., who has not fully recovered from a touch of dengue but may still play for Hong Kong against Malaya.

The Teams.

Shanghai:—Capt. E. L. M. Barrett (captain), H. W. Allison, E. G. Barnes, J. T. Hegarty, J. A. Isaacs, D. W. Leach, P. Madar, C. E. Olleressen, J. A. Quayle, T. L. Rawsthorne, L. F. Stokes.

Hong Kong:—T. E. Pearce (captain), W. Brace, Lieut. T. H. Dale, R. N. Capt. A. G. Dobbie, F. Goodwin, Lieut. J. A. E. Hankey, A. W. Hayward, A. W. Ramsay, G. R. Sayer, C. D. Wales, E. C. Fincher.

Umpires:—Mr. J. P. Robinson and Mr. R. E. Lindsell.

Prompt to time at 10.30 a.m., Pearce opened to Dobbie at the Naval Yard and made a single off the first ball—a drive to extra cover. Shanghai then had two boundary byes in succession and Wales bowled a maiden over to Leach from the Law Courts end, the batsman refusing to be tempted by the wiles of the slow bowler who was pitching a foot wide of the off stump.

Captain E. L. M. Barrett, the Shanghai skipper, won the toss and elected to bat first on a fast and hard wicket.

Batsmen Subdued.

Dobbie made full use of the new ball and the pitch, and Madar played another maiden. With a single of Wales, Leach put Shanghai 10 up. Dobbie sent down another maiden and Wales followed suit. It was evident that the batsmen were not taking the slightest risk. Leach was a little more enterprising.

Wales relieved Madar and sent down a couple of short ones. Incidentally, Wales had kept quite a good length.

Hankey relieved Wales and sent down a couple of short ones. Incidentally, Wales had kept quite a good length.

Wales relieved Madar and sent down a couple of short ones. Incidentally, Wales had kept quite a good length.

First Wicket Down.

Madar fell through trying a nibble of Dobbie, being smartly taken by Tam Pearce behind the wicket. 23-1.

Shanghai thus lost their first wicket at 11 a.m., having scored 23 in half an hour. Madar's contribution was 1. He was never fully at ease against Dobbie.

The redoubtable Jimmy Quayle went in first wicket down. He saw Leach get a single off Hankey and then a three from an on-drive off Dobbie, who persisted in aggressiveness. The first ball Quayle received rose alarmingly and he was caught off his gloves by Dale (first slip) off the next ball. 27-2.

At 11.05 Stokes went in for Quayle, shaping with confidence, but unable to give Leach the bowler.

With a leg-break action and a steady length, Hankey kept down the runs, whilst Dobbie carried on with the attack.

Hong Kong's fielding, although not quite exemplary, was of a high standard.

An interesting duel was seen between Hankey and Leach, the bowler getting the shade the better of the contest.

Stokes drove Dobbie past the wicket for four, giving Shanghai the 30 up at 11.20, after 50 minutes' play. The ball before he put up just out of reach of Hankey, who was fielding point very high.

With a leg-break action and a steady length, Hankey kept down the runs, whilst Dobbie carried on with the attack.

Hong Kong's fielding, although not quite exemplary, was of a high standard.

Details about the preliminary operations, throwing light on later developments, are now to hand.

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CLASSIFIED
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WANTED.—Steno-typist. Apply stating experience and salary expected to Caldbeck, Macgregor & Co., Ltd., Prince's Building, ice House Street.

WANTED.—Assistant for Export Dept. in European firm. Nationality immaterial but must be capable and reliable. Reply in confidence to Box No. 512, care of "China Mail."

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MISS RUTH CULLEY
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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Imakodad, from Osaka.
Wilvincit, from Bradford.
Silagi, from Shanghai.
Lossius, from Shanghai.
Superior, from Goteborg.
Iseki Kwockat, from Kobe.

E. V. JESSEN,
Superintendent.
Hong Kong, 17th November, 1927.

Unclaimed telegrams are lying in the E. E. Telegraph Company's local office for:

Russia, from Napoli.
Traders, from Rangoon.
Vesser, from Shanghai.

E. A. LEGGATT,
Superintendent.
Hong Kong, 17th November, 1927.

WATER SUPPLY.

Storage of water in Reservoirs on November 1, 1927.—
Storage in millions and decimals of gallons.

1926	1927	
Tytam	339.12	334.45
Byewash	11.75	3.92
Intermediate	185.80	105.90
Tuk	1,405.98	1,355.00
Wong Nei Chung	17.15	18.60
Pokfulam	54.38	50.40

Total 2,024.28 1,944.27
Consumption of water in the City and Hill District in millions and decimals of gallons during the month of October.

1926	1927	
Consumption	285.89	304.94
Estimated population	406,900	416,220
Consumption per head per day	20.6	23.3

Full Supply in all Rider Main Districts during October, 1926 and 1927.

KOWLOON WATER WORKS.

Storage in millions and decimals of gallons.

1926	1927	
Kowloon Reservoir	351.63	327.75
Shek Lai Pui Reservoir	100.80	100.80
Reception Reservoir	—	—

Total 452.43 428.55
Consumption of water in Kowloon in millions and decimals of gallons during the month of October.

1926	1927	
Consumption	78.64	101.04
Estimated population	167,500	162,340
Consumption per head per day	16.1	20.00

Fuel Supply in all districts during October, 1926 and 1927.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to October 31, 1926, 95.86; October 31, 1927, 104.67 ins.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions from The Official Receiver, The Supreme Court, to sell by Public Auction

ON

TUESDAY, 22nd November, 1927, commencing at 10 o'clock a.m. at No. 62, Bonham Strand, East. The Goods and Chattels of the "Yuen Mow Hong Firm" (Bankruptcy)

Comprising:—Stock-in-trade, Furniture and Fixtures.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.

Hong Kong, 17th November, 1927.

THE Undersigned have received instructions to sell by Public Auction

ON

TUESDAY, 22nd November, 1927, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Large Quantity of
VALUABLE HOUSEHOLD
FURNITURE.
Comprising:—Teak Hatstand with Bevelled Mirror, Glass Cabinet, Chesterfield Couch and Chairs, Carpet, Rugs, Pictures, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirror, Dinner Wagon, Ice Chest, Crockery, Glass Ware, Kitchen Sundries, etc., etc.

Bedsteads, Wardrobes with and without Mirror, Dressing Tables, Chests of Drawers, Chamber Stands, Toilet Sets, etc.

ALSO

A Quantity of Blackwood Furniture
AND

One Wireless Receiving Set.

One Piano Player and 123 Rolls Music.

One Long Carriage Underwood Underwriter.

One Tientsin Carpet.

Two Tientsin Rugs.

One Victrola and Cabinet with Records.

One Combination Safe.

On View from Monday, the 21st November, 1927.

Catalogues will be issued.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.

Hong Kong, 17th November, 1927.

HONGKONG TRANSFER
AND BAGGAGE CO.

24, Des Voeux Road

Tel. C. 5806.

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ARE YOU LEAVING BY ST. AMER?

HAVE YOU FRIENDS ARRIVING
BY STEAMER?HAVE YOU PARCELS YOU WANT
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ON US.

We Will Move your Furniture,
take care of and deliver your bag-
gage, call for and deliver your
parcels and land or ship your cargo.

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MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates.

Persons wishing to study the Chinese language are requested to communicate with him at No. 184, Praya East, first floor.

Terms:—moderate.

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ADOL & STEEL
Soothes and cures all skin complaints. Every lady should keep a box in the house. Chemists and Stores sell them throughout the world.

Professor Martin's Chinese Patent Pill.

NOTICES.

HONG KONG HORTICULTURAL
SOCIETY.THE ANNUAL GENERAL
MEETING of the MEMBERS

of the above Society will be held on TUESDAY, 29th November, 1927, at 5.15 p.m. in the Board Room of Messrs. Jardine, Matheson & Co., Ltd.

All Ladies and Gentlemen interested in Horticulture, whether Members of the Society or not, are cordially invited to attend.

AGENDA:

To receive and pass the Committee's Report and Statement of Accounts for the period ended 30th June, 1927.

To elect Officers and a new Committee for the current year.

To fix the date of the Annual Flower Show.

To discuss any matter of interest to Horticulturists in Hong Kong and outlying districts.

E. B. C. HORNELL

Hon. Secretary.

Hong Kong, 5th November, 1927.

FUNERAL SERVICE.

BOLSHEVIK REIGN IN
RUSSIA.

SOLEMN ANNIVERSARY.

November 6 being the eve of the tenth anniversary of the Bolshevik reign in Russia, a solemn funeral service was held at the Russian Church, Tientsin, and attended by several hundred people.

Father Victor, assisted by two other priests, officiated and the music was sung by a choir of Russian ladies and gentlemen resident in Tientsin. A temporary altar had been placed in position on the terrace at the rear of the Church and here the *panikhida* was sung.

Before the service, Father Victor gave an address in the course of

which he said that that was the tenth anniversary of the Bolshevik Party's seizing of the reins of power. They had abolished the old Russian Government, which was the soul of Russia, and which had taken care of the Russian people, and they had persecuted the Church. In fact, the Bolshevik Government had abolished all that was dear to Russian hearts: the National flag had been abolished and the five-edged star placed upon a background of red which was symbolic of the Russian blood which had been shed. Thousands and tens of thousands had been killed by the Bolsheviks and that was why they were there to pray for them. They should pray that Russia might have a Government which was truly Russian.

Those present wore small Russian National flags, the tricolour with a black band across it.

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S.S. "VENEZIA" Sails on/or about 18th December.
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CAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINNO MARU Tuesday, 29th November.

*SIBERIA MARU (Calls Los Angeles) Sunday, 11th December.

TAIYO MARU Tuesday, 10th January.

*Calls Keelung.

LONDON via Singapore, Suez, Marseilles & Ports.

SUWA MARU Saturday, 18th November.

FUSHIMI MARU Saturday, 3rd December.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 23rd November.

TANGO MARU Wednesday, 21st December.

BOMBAY via Singapore, Penang, & Colombo.

*MURORAN MARU Sunday, 27th November.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.

RAKUYO MARU Friday, 23rd December.

DAKAR MARU Friday, 9th December.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

*MORIOKA MARU Saturday, 19th November.

NAGASAKI, KOBE & YOKOHAMA, AKI MARU Friday, 16th December.

SHANGHAI, KOBE & YOKOHAMA, DELAGOA MARU Sunday, 20th November.

*NAGANO MARU (Moj direct) Monday, 21st November.

AWA MARU (Moj direct) Sunday, 27th November.

KITANO MARU Tuesday, 29th November.

*Cargo only.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
S.S. "SI-KIANG".

S.S. "MIN" due to arrive from DUNKIRK.

LONDON, HAVRE about the 22nd November.

SERVICES CONTRACTUELS (Mail Service).

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
PHINI A	—	—	22nd Nov.
POETHOS A	21st October	23rd Nov.	1st Dec.
PAUL LEQUAT A	4th November	7th Dec.	10th Dec. 1928
ANDRE LEBON A	18th November	21st Dec.	17th Jan.
CHENONBOAUX A	2nd December	4th Jan.	31st Jan.
ANGERS B	—	—	—

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine)

A Class 1st. Class . . . £99. 0s. 0d. B Class 1st. Class . . . £35. 0s. 0d.

Steamers 1. 2nd £70. 0s. 0d. Steamers 2nd £61. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodations reserved in the Trains at Marseilles.

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Cie. des MESSAGERIES MARITIMES,

Telephone Central 740.

CONSIGNATION—TRANSIT REPRESENTATION.

SHIPPING SECTION.



CHINESE SEAMEN.

RETURN TO HONG KONG STEAMER.

The Hong Kong s.s. "Kwong Tung" has returned from Canton where she was held up on Thursday evening through the Chinese crew leaving the ship to draw their bonus from the Strike Association which is now being wound up. Shanghai Union.

As a result of an appeal by Ziar Ying-pah (who is a director of the Chinese Seamen's Union) to the Central Special Committee of the Chinese Kuomintang, the Chief of the Chinese Police in Shanghai on November 7 ordered the removal of the seals from the offices of the Union in Nantao, says the "Shunpao."

The removal of seals is tantamount to official permission to re-open the Union.

MOVEMENTS OF STEAMERS.

The O.S.K. s.s. "Indo Maru" is expected here to-day and will leave to-morrow for Bombay via Singapore and Colombo.

The C.P.S. R.M.S. "Empress of Asia" arrived at Shanghai yesterday at 9 a.m. left Shanghai to-day at 5.30 a.m. and is due at Nagasaki to-morrow at 11 a.m.

The P. & O. s.s. "Khiva" left Singapore for this port on November 18 at 4 p.m. with the outward Mails, and is due here on Monday at about 6 a.m.

The O.S.K. s.s. "Bingo Maru" is expected here on Monday from Singapore and will leave on Tuesday for Japan Ports.

The B. I. & Apcar Line s.s. "Tilawa" left Singapore for this port on November 16 at p.m. and is due here on November 22 at a.m.

The s.s. "Lancaster Castle" (D. & Co.) sailed from Manila on November 14, for Hong Kong via Iloilo and Cebu. She is expected here on November 23.

The s.s. "Wray Castle" (D. & Co.) sailed from New York on October 15, and is expected here on December 3.

The E. & A. Company's s.s. "St. Albans" left Sydney for this port on November 12 at a.m. with the outward Australian Mails, and is due here on December 6.

The m.v. "Reno" (D. & Co.) sailed from Karachi on Nov. 17, and is due here on December 8.

The s.s. "Calulu" (D. & Co.) sailed from Newcastle (Australia) on Nov. 16, and is expected here on December 18.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for U. S. Shipping Board

By SWAYNE & HOYT, INC. FOR SAN FRANCISCO & LOS ANGELES.

S.S. CRISFIELD Nov. 24

For full information apply to—

SWAYNE & HOYT, INC.

L. EVERETT, Inc.

General Agents

Telephone C. 3008.

1st Floor, Queen's Building.

H.M.S. 'CORNFLOWER'

COMING TO RELIEVE THE "HOLLYHOCK."

London, Yesterday. His Majesty's sloop "Cornflower," at present repairing at Sheerness, sails for China on December 23 to relieve H.M.S. "Hollyhock."—Reuter.

CONTINENTAL PORTS

GENERAL DECLINE IN SEPTEMBER.

Shipping traffic at the principal Continental ports in September shows a considerable decline, both compared with the corresponding month of last year and August of the current year, Hamburg, however, being a favourable exception.

Arrivals at principal ports were—

September, 1927
Ships Net tons

Hamburg 1,349 1,661,787

Antwerp 968 1,702,720

Rotterdam 1,102 1,758,527

Other New Water-way ports 234 371,332

September, 1926
Ships Net tons

Hamburg 1,412 1,655,567

Antwerp 1,077 1,744,676

Rotterdam 1,502 1,898,988

Other New Water-way ports 583 886,329

For the whole of the third quarter there is a general decline at all ports, the biggest at Rotterdam and New Waterway ports, which derived the best benefits from the coal rush during the British miners' strike. Figures for the third quarter are—

July/Sept., 1927
Ships Net tons

Hamburg 4,240 4,932,581

Antwerp 2,893 5,112,296

Rotterdam 3,357 5,450,754

Other New Water-way ports 69 1,259,761

July/Sept., 1926
Ships Net tons

Hamburg 4,331 4,974,618

Antwerp 3,148 5,183,433

Rotterdam 4,507 6,224,628

Other New Water-way ports 2,059 2,805,058

SHIPPING REGULATION.

The following regulation has been made by the Officer Administering the Government in Council under section 25 (4) of the Merchant Shipping Ordinance, 1899, to be said for giving sailors an opportunity of reading all the best literature, and he thought that shipowners ought to bring these books within the reach of the seafarers by means of the Seafarers' Education Service or in some other way. With regard to the city librarian's suggestion of utilising the public libraries, that matter had been fully considered, and they were developing it in conjunction with the libraries, which had taken up the work of storing the books.

7 D.—Every vessel to which the signal of four blasts on the whistle is given by a police launch shall stop until permitted by the police to proceed.

As the result of a fall from the gangway of H.M.S. "Wivern" as it lay in Kowloon Dock, a Chinese stone-cutter was taken to hospital yesterday suffering from injuries to the head and body.

Consignees of Cargo ex s.s. "Benvorlich," are reminded to take delivery of their goods which will be subject to rent after November 19.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Benvorlich," are reminded to take delivery of their goods which will be subject to rent after November 19.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

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UNITED KINGDOM & CONTINENT.

P. & O.-British India Apcar and Eastern & Australian Lines

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WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE,
PORTS, EUROPE, &c.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
MONGOLIA	16,604	26th Nov.	Marseilles & London
MANTUA	10,946	10th Dec.	Marseilles and London
JEPORE	5,314	17th Dec.	Marseilles & Bombay
KHIVA	9,135	17th Dec.	Straits & Bombay
KASHGAR	9,005	24th Dec.	Marseilles, London & Antwerp
MOREA	10,053	7th Jan.	Marseilles & London
KALYAN	9,144	7th Jan.	Straits & Bombay
DEVANHA	8,165	21st Jan.	Marseilles & London & Antwerp
MALWA	10,086	4th Feb.	Marseilles & London
KHYBER	9,114	18th Feb.	Marseilles & London & Antwerp
MACEDONIA	11,120	3rd Mar.	Marseilles & London
KHIVA	9,135	10th Mar.	Marseilles, London & Antwerp
KASHMIR	8,085	17th Mar.	Marseilles, London & Antwerp
MANTUA	10,946	31st Mar.	Marseilles, London & Antwerp
KALYAN	9,144	7th Apr.	Marseilles, London & Antwerp

* Passengers to Singapore only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALWA	10,000	7th Dec.	Singapore, Penang & Calcutta
	10,005	11th Dec.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	22nd Dec.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, & Melbourne
ST. ALBANS	4,500	30th Dec.	
ARAFURA	6,000	1928	

* Calls at Port Holland.

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KHIVA	9,135	22nd Nov.	Shanghai, Moji, Kobe & Yokohama
TILAWA	10,006	24th Nov.	Amoy, Moji, Kobe & Osaka
		7 a.m.	
KASHGAR	9,005	26th Nov.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Dec.	Moji, Kobe, Osaka & Yokohama
MOREA	10,953	9th Dec.	Shanghai, Moji, Kobe & Yokohama
KIDDERPORE	5,334	10th Dec.	Shanghai, Moji & Moji
KALYAN	9,144	13th Dec.	Shanghai, Moji, Kobe & Yokohama
DEVANHA	8,155	24th Dec.	Shanghai, Moji, Kobe & Yokohama
ARAFURA	6,000	3rd Jan.	Moji, Kobe, Osaka & Yokohama
MALWA	10,986	7th Jan.	Shanghai, Moji, Kobe & Yokohama
KHYBER	9,114	21st Jan.	Shanghai, Moji, Kobe & Yokohama
KHIVA	9,135	28th Jan.	Shanghai, Moji & Kobe
MACEDONIA	11,120	4th Feb.	Shanghai, Moji, Kobe & Yokohama
TANDA	6,956	7th Feb.	Moji, Kobe, Osaka & Yokohama
KASHMIR	8,085	18th Feb.	Shanghai, Moji, Kobe & Yokohama
KALYAN	9,144	18th Feb.	Shanghai, Moji, Kobe & Yokohama
MANTUA	10,946	2nd Mar.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Mar.	Moji, Kobe, Osaka & Yokohama
MONGOLIA	16,604	17th Mar.	Shanghai, Moji, Kobe & Yokohama
MOREA	10,953	18th Mar.	Shanghai, Moji, Kobe & Yokohama
KASHGAR	9,005	18th April	Shanghai, Moji, Kobe & Yokohama
MALWA	10,986	27th April	Shanghai, Moji, Kobe & Yokohama
DEVANHA	8,155	11th May	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Cafeteria on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Freights, Handbooks, etc., apply to:

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AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG

S.S. "PEMUS" Via Suez Canal 26th Nov.
S.S. "MACHAON" Via Suez Canal 18th Dec.
S.S. "CITY OF LAHORE" Via Suez Canal 29th Dec.Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to:

BUTTERFIELD & SWIBRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD. Canton.

ENGLISH CHANNEL

SALVAGE STATION BEING
MAINTAINED.

Bugsier Reederei und Bergungs A. G., of Hamburg, (U. K. agents, Samuel Stewart and Co., 27, Great St. Helen's, London), are again maintaining a salvage station in Penzance Bay for the winter months. At present the motor salvage vessel "Seefalke," is on station. She is a twin screw vessel of about 4,000 h.p., attaining 16 knots, and with her specially large bunker capacity, has a steaming radius of about 9,000 miles. The boat has a diver and an expert crew on board, and is equipped with a wireless direction finder and all of the most modern salvage appliances, enabling her to undertake salvages of every kind in any weather. Her pumping capacity is about 1,500 tons per hour. Her wireless call is D V B—(all Bugsier salvage steamers in the Atlantic, North Sea and Baltic, can be called by D B U G).

Any salvage service rendered by the motor vessel "Seefalke," or other Bugsier vessels, will be on the basis of "No cure—No pay," on Lloyd's open form.

PASSENGER LISTS.

ARRIVALS.

Per s.s. "Suwa Maru" from Japan via Shanghai, on November 18—
Miss E. Atkinson, Messrs. T. O. Blakey, C. Brook, W. H. Danb, W. L. Katon, Wm. S. King, N. Lilliam, A. W. Newton, H. H. H. Priestley, Mrs. C. K. Priestley, Mr. N. T. Saunders, Dr. H. Kubota, Dr. S. Taga, Dr. K. Kataono, Dr. Y. Nakamura, Dr. H. Kobayashi, T. Fukuda, Dr. K. Shiga, Dr. K. Takano, Dr. S. Funao, Dr. T. Taniguchi, Dr. S. Hata, Mr. and Mrs. W. Hoogard, Mr. A. M. Bruyne, Dr. G. Clausen, and Mrs. E. Clausen, Dr. F. Licchit, Mrs. E. Shizumio, Miss F. Licchit, Mrs. E. Herman, Miss M. Herman, the Rev. T. Blanca, Mr. A. Gutierrez, Baron R. Taku, Baroness A. Taku, Miss H. Taku, Mr. A. Macdonald, Mr. G. H. Wilks, Mr. G. Witton, Mr. J. Yearn, and Mr. L. Kennedy.

Per s.s. "Patroclus" from Home and Singapore on November 18—

Mr. T. C. Beck, Mr. and Mrs. A. M. Bowes Smith, Miss M. D. Bowes Smith, Miss I. M. Bowes Smith, Miss E. K. Butler, Miss A. Cross, Mr. R. A. L. Donaldson, Miss F. E. Hamilton, Mr. and Mrs. M. A. Johnson, Mrs. Jordan, Miss J. Jordain, Mrs. Kitching, Mrs. J. Little, Mrs. McFerran, Master G. McFerran, Mrs. O. Hughes, Miss O. Hughes, Mrs. Reynolds, Master J. K. Reynolds, Lady S. Taylor, Miss L. E. S. Taylor, Master R. L. S. Taylor, Mr. W. C. Taylor, Mr. and Mrs. H. Watling, Master D. A. Watling, Dr. and Mrs. Chan Kuan-shing, Capt. Ford, Mrs. Tryner, Mrs. Peach, Mr. Ridgway, Mrs. R. N. V. Hunt, Mrs. Turner, Messrs. O. E. Davies, J. W. Belloch, N. J. A. Foster, Mr. and Mrs. Braddel, Capt. and Mrs. C. H. Cangdon, Mr. and Mrs. N. R. Rix, Lt. H. C. H. Taylor, Mr. N. H. P. Whitley, Miss N. Macky, Miss G. Brodie, Mr. and Mrs. Bailey, Mrs. Hatherley, Miss J. W. Hatherley, Master J. W. Hatherley, Mrs. Heygate, Mr. A. T. Howes, Mrs. J. W. Humphries, Mr. and Mrs. W. R. Johnson, Mrs. Lamond, Mrs. M. Little, Miss J. H. Little, Master B. M. Little, Miss M. Moore, Mrs. Moore, Miss M. Moore, Master W. Moore, Mr. J. Mortimer, Mrs. J. S. Russell, Miss S. Russell, Messrs. A. L. Black, E. B. Summer, Mr. and Mrs. Tennent, Mr. and Mrs. Boyson, and Mr. Mowll.

Although a number of large oil-engined liners have been in successful service for some time, none, according to "The Motor Ship," has hitherto been built for trial-trip speed of over 20 knots. Both the 24,000-ton "Saturnia," which has just sailed on her maiden voyage, and the 32,500-ton "Augustus" are designed for such speeds, and with them the motor ship enters a new field. The development of propelling machinery has proceeded so rapidly of late that its choice for the fast liner must needs depend on the examination of all possible combinations and upon knowledge of the experience gained with existing vessels. It is clear that the results attained by the "Saturnia" and "Augustus" are bound to influence the minds of liner owners, both in Great Britain and abroad, for it is known that contracts for a number of large and fast passenger liners will be placed in the near future.

The 20-KNOT MOTOR LINER.

Although a number of large oil-

CAPT. J. GEORGE.

UNION-CASTLE LINE
COMMANDER DEAD.

The death occurred almost on the eve of his promotion to the Commodore of the Union-Castle fleet of Capt. John George, O.B.E., R.N.R., the popular commander of the "Arundel Castle." He died in his sleep on Sunday morning, after retiring to rest in apparently perfect health. He was known to thousands of South Africans, who will mourn his death, and the sympathy will be extended to his widow, who resides in Cape Town.

Capt. George joined the old Union Line in 1889 as fourth officer of the "German," under Capt. R. Reynolds (afterwards the company's marine superintendent in London), and after four voyages in her he was promoted to third officer. He was then sent to the "African," for a trip, but at the conclusion of this returned to his former ship, to which with one exception, he clung until he was appointed the "Arab" as second officer in June, 1894. After a period of service in this ship, he was made first officer of the "Gascon" in June, 1897, and then three years later was transferred to his first mail steamer as chief officer of the "Saxon." There he remained until August, 1902, when he received command of the old "Harlech Castle," which he retained until the vessel was laid up. From that time onwards he passed to the "Comrie Castle," "Garth Castle," "Cluny Castle," and "Avondale Castle," until he finally settled down in August, 1911, to the command of the "Grantsbury Castle," in which he remained until May, 1918, when he was again transferred to the "Gloucester Castle." Capt. George remained in these two vessels throughout the full period of the war, and his splendid services in the Mediterranean during that time earned for him the O.B.E. After the war he was appointed to the "Llanstephan Castle," and then successively to the "Norman," which was his first mail command, "Kinfauns Castle," "Saxon," "Armadale Castle," "Kynlith Castle," and "Balmoral Castle," and he was then made commander of the "Arundel Castle" in April of last year. Since then he had remained in this steamer, and it was to have been his pride to have taken the helm of the motorship "Carnarvon Castle" in a fortnight's time, upon the retirement of Capt. H. Strong. Deceased was 68 years of age, and during the course of his 38 years' service in the South African trade must have travelled close upon 2,000,000 miles.

Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 3rd December, 1927, or they will not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the 19th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-

signed by

L'Or
Styx
Paris
Chyre
Violet
L'Origan
Muguet
La-Jacae
Lilas Blanc
Lilas Pourpre
Violet Pourpre
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RESTAURANT AND LOUNGE.Distinctive Environment
for Private Parties.

TRADE MARK
NAM WAH
NEW SEASON GINGER.
PARROT

BACK FROM CHINA.

Service Officer's Alleged
Complaints.

HONG KONG TREATMENT.

"Looked Upon As a Necessary
Nuisance."

In view of the self-sacrificing work of ladies and others who devoted a large amount of their time to voluntary work in the cantons and participation in entertainments for the Services during the summer months, it is a truly amazing statement which is attributed to an Army officer on the arrival in England of the first detachments of army reservists from China.

The statement appeared in the "Nottinghamshire Daily Express" and is reproduced in the "North China Daily News" as follows:

The first detachment of Army Reservists from China arrived at King George's Dock, London, but were not allowed to land until the next morning.

"In Hong Kong we were looked upon as necessary nuisances, but in Shanghai it was different," said an officer in describing the treatment accorded to the troops in China by the civil population.

The men travelled in the transport "Hermes," which left Shanghai on September 10, calling en route at Malta to embark details from various regiments, including women and children. There were 720 troops on board.

The Next Detachment.

After an early breakfast the men were disembarked, and sent to their various depots for demobilisation.

"Conditions in Shanghai when we left were practically normal, except that no Chinese was allowed to pass inside it in possession of firearms, and that everybody was being examined by the patrols," said an officer.

He spoke highly of the qualities of the Chinese as soldiers, if properly led and trained. Unlike most Orientals they had a high sense of honour, but at present they were "a miserable rabble living mainly on loot."

The Generals' Methods.

Their generals did not pay them if they could possibly avoid it. The normal procedure of a Chinese general was to make his fortune as quickly as possible, and then to "retire" or, in other words, to decamp.

China was one of the most wonderful places for military service, but the climate was decidedly unhealthy. There had never been a British garrison in Shanghai before, and there were no barracks nor facilities for troops. There were hardly any suitable camping places. Shanghai was composed to a great extent of marshy ground, similar to that seen at the mouth of the Thames, and the town was overcrowded.

Chinese Subscribers.

Asked for his opinion about the British residents, the officer said: "In Hong Kong we were looked upon as necessary nuisances. Lady Lugard, the wife of General Lugard (presumably the reference is to Mrs. Lugard, the wife of Major-General Lugard), raised a subscription to entertain the troops, and the Chinese actually subscribed three times as much as the British. Possibly they thought themselves quite safe outside the danger zone, and that our presence overcrowded them. We were billeted in hotels and other places."

"In Shanghai, however, it was quite different. The British, French and American residents there did everything they could to make the 'Tommies' comfortable, and the British Women's Association ran the canteen."

Still Out There.

The regiments which are remaining in Shanghai are the Coldstream Guards, the Welsh, the Suffolks, the Borderers, the Bedfords, the Hertfords, the Middlesex, the Yorkshires, the Royal Artillery and the Tank Corps.

In Hong Kong there are the Queen's, the Northants and the Scots Guards; while in Tientsin there is another battalion of the Border Regiment. The total number of troops left in China is about 8,000.

"There is no doubt," said the officer, "that the British Expeditionary Force saved Nanking."

CORRESPONDENCE.

RE THE WING ON CASE. REX V.
F. CHAN.

To the Editor of the "China Mail."

Dear Sir.—Having regard to the publicity given in the Press to the Magisterial proceedings which terminated in the committal of the defendant for trial at the Sessions, we are instructed to inform you that we have been notified by the Crown Solicitor that the Hon. the Attorney General proposes to file a writ of habeas corpus, which of course has the effect of putting an end to the prosecution. Yours, etc.

LO AND LO.

Hong Kong, Nov. 18, 1927.

MCINTOSH SAFE?

LANDS IN SOUTHERN
POLAND.

LOCAL ASSISTANCE.

Rugby, Yesterday. The airmen, Captain McIntosh and Hinkler, who were attempting a non-stop flight to India, are reported in Press telegrams from Warsaw to have landed at Bialokrynia in the district of Podhaje, in Southern Poland.

It is stated that the airmen were afforded assistance by the local authorities and resumed their flight.

It would appear, however, from these reports that the landing at Bialokrynia took place on Wednesday afternoon. No further news of McIntosh and Hinkler has been received from any quarter. Anxiety, therefore, still prevails, especially as no authentic confirmation is available that the airmen who landed in Poland were actually McIntosh and Hinkler.—British Wireless Service.

SAFE FLYING.

SIR SAMUEL HOARE'S
TEST.

PREVENTION OF STALLING.

Rugby, Yesterday. Sir Samuel Hoare, Secretary for Air, made a test flight at Cricklewood Aerodrome in a Bristol fighter machine fitted with a new slot device invented by Mr. Handley Page to prevent stalling.

Air Vice-Marshal Sir Seton Brander, Chief of the Civil Aviation Department, has already flown in a machine equipped with the device, and it is stated he was favourably impressed.

It is claimed that the invention will render any machine perfectly safe. When a plane loses speed the nose drops slightly, the slots come into action automatically, and the machine is thus given sufficient wing resistance on the surface to keep it on a level keel in the air.—British Wireless Service.

EX-PEER'S FLIGHT.

MR. CARBERRY GOING TO
CAPE TOWN.

HOPES OF RECORD TIME.

Rugby, Yesterday. Mr. Carberry, by which name Lord Carberry chooses to be known since he renounced his title to the Peerage, left Croydon Aerodrome to-day in a Fokker monoplane, accompanied by a mechanic, on a flight to Capetown. He hopes to accomplish the journey in record time, estimating that he will reach Cairo in four days and Capetown in a week. His first halt will be at Lyons.

His departure was made without any preliminary announcement, and only a few people saw him off.

From Capetown Mr. Carberry will fly to Kenya, where he has an estate, and where he already has two other aeroplanes, which he uses for transport and survey work. One of these is flown by his wife.—British Wireless Service.

SIR A. COBHAM.

DEPARTURE POSTPONED BY
GALE.

MAY TRY TO-DAY.

Rugby, Yesterday. Sir Alan Cobham was to have left Southampton this morning in his flyingboat for his African tour, but news that a gale was blowing at the rate of 35 miles an hour in the Channel caused him to postpone his departure. Sir A. Cobham explained that at a height of 2,000 feet such a gale would be increased to a rate of 50 miles.

"An hour or two later it was reported that the gale had subsided, but Sir A. Cobham decided that, in spite of the improvement, it was then too late to make Bordeaux in daylight.—British Wireless Service.

MEXICAN BANDITS.

"BATTLE" FOLLOWS ATTACK
ON TRAIN.

HEAVY CASUALTIES.

Mexico City, Yesterday. A large band of bandits attacked a passenger train between Patzcuaro and Aguascalientes, and a battle ensued, in which the commanding officer and 18 soldiers were killed, three soldiers and six passengers were wounded, including one woman and two children. The engine driver and fireman were executed.

The train later reached Aguascalientes carrying the wounded.—British Wireless Service.

KOWLOON REVUES.

THE NEW OUR CABARET'S
SEASON.

"A LA CARTE" TO-NIGHT.

Mr. Charles Chamier's popular London vaudeville company, the New Our Cabaret, will present another attractive revue, "A La Carte," at 9.15 in the Star Theatre this evening.

"A La Carte" is entirely new to the Colony except for a few old favourite numbers that are being repeated by special request.

Among the items in it is an ingenious sketch called "The Wedding Ring," which combines the squabbles of the breakfast table and the procedure of the boxing ring to make an amusing burlesque.

New songs by Mr. Charles Mason, the popular comedian, items by Miss Muriel Varna, the vivacious comedienne, and further operatic selections by Miss Jenkins are included in the rest of the programme, which will be found to be fully as enjoyable as any yet submitted.

The new Our Cabaret will present the revue, "Here and There" to-morrow night, and will bring its season in the Star Theatre to a close on Monday night with "Pot Pourri," a revue comprising the cream of the company's most popular items.

HOUSE TAX.

TO BE PAID AT PEKING POLICE
STATIONS.

Peking, Nov. 5.

A complete reversal of existing practice is seen in the announcement of the police yamen on Friday that from the beginning of this month the house tax must be paid at the various police stations by landlords or their representatives.

Since the enforcement of the tax about three months ago it has been the practice of the police authorities to send men to call at the houses at the beginning of each month and collect the tax. The method has apparently not worked very satisfactorily, although its convenience has been admitted by many landlords.

The police announcement makes no mention of the reasons which have induced the authorities to adopt the new plan, but an intimation is conveyed that if any one should ignore the order, he will be severely fined.—Kuo Wen.

REGIONAL PLAN.

DR. SZE OPPOSES BINGHAM'S
IDEAS.

Peking, Nov. 5.

According to cable advice from Washington, Dr. Alfred Sze, Chinese Minister in Washington, recently called on the American diplomatic authorities and explained to them the impracticability of Senator Hiram Bingham's proposal for the regionalisation of China. Dr. Sze was assured that the Coolidge Administration has not been influenced by the Senator's suggestion and does not consider a revision of its present policy toward China.—Kuo Wen.

CURRENCY BILLS.

WASHINGTON SURTAX AS
SECURITY.

The Peking Ministry of Finance is planning to issue currency bills to the amount of \$70,000,000, according to information from Chinese circles.

The authorities intend to have the Washington surtax in Chihli and Manchuria as security for the issue, but some points in this connection remain to be settled. Negotiations are now going on between the Ministry and the Chihli provincial authorities, and also between the Customs.

In case the scheme materialises, \$3,000,000 of the proceeds will go to Chihli, 2,000,000 to Fengtien and the balance will be used for administrative expenses of the central Government.

NEW SULTAN.

Fez, Yesterday. Sidi Amada, the third son of Mulay Youssef, the late Sultan of Morocco, has been proclaimed the new Sultan.—Reuter.

POLAR
LAKE
THE QUALITY
THAT COUNTS

BILL KILLED.

A Chinese Consul's Admission.

REGISTRATION OPPOSED.

Ten Per Cent. Enter Philippines Illegally.

This week Reuter cabled that Acting Governor-General Gilmore, Philippine Islands, might request the recall of Mr. Lingoh Wang, Consul-General for China, on the ground of interfering to prevent the passage of the Chinese Registration Bill. Mr. Frank W. Sherman writes in Monday's "Manila Bulletin":

Lingoh Wang, Consul-General for the Republic of China in the Philippines, unhesitatingly told the "Bulletin" yesterday why the proposed Senate Bill No. 536, drafted by Senator De los Reyes, "to regulate the registration of Chinese in the Philippine Archipelago" was not acted upon during the recent session of the legislature. The bill was a known favourite of Acting Governor-General Gilmore and he believed it to be favoured by the Senate until informed on November 2 by Senator Clarin that the legislative body was not willing to act on the law because of an understanding it had reached with the Chinese Consul-General.

Two days before Senator Clarin made the above report to the acting Governor-General, Mr. Wang said that he discussed the proposed bill with Senators. He protested against the law, stating that it conflicted with the "most favoured nation" clause of the treaty of 1886 between China and the United States; that it is discriminatory inasmuch the Chinese people are Asiatics and should be as privileged as the Siamese, Japanese or other Asiatics; and that it would affect innocent Chinese living in the islands.

That Is Why.

"That is why the legislature tabled the bill," Mr. Wang said yesterday. "They will have more time to study it now and I am certain they will give it more consideration next year."

While no recent census has been taken, it is estimated that there are between 120,000 to 150,000 persons of Chinese parentage living in the Philippines. Only 60,000, or possibly less, of this number are actually Chinese citizens. The others were born in the islands and are considered Filipino citizens. Of the 60,000 Chinese citizens, Mr. Wang admits that more than 10 per cent. of them entered the islands illegally.

Prior to the American occupation of the Philippines there was no restriction to immigration, either to Chinese or other nationalities. On April 29, 1902, the United States Congress passed an act to prohibit the coming into and to regulate the residence within the United States and its territories of Chinese and persons of Chinese descent. This naturally applied to the Philippines. During the same year the Philippine Commission in its compilation of acts made provisions for the registration of Chinese in the Philippines.

Smuggling Admitted.

No sooner had the above laws come into effect than the smuggling of Chinese began. According to personal investigations made by Mr. Wang the mass of this smuggling was done by the aid of Moros from the port of Sandakan into Jolo and Zamboanga. This practice is in force now the same as it was in 1902.

"All the legislation in the world is not going to keep the Chinese out," Mr. Wang continued. "What the legislature should do is to appropriate more money for coast guard cutters and patrol the coast between Borneo and the Philippines. They only have one cutter down there now and it is on duty in the day time. The Chinese are smuggled in at night."

About 80 per cent. of the Chinese living here now are from the province of Fukien and the city of Amoy, about 15 per cent. are from Canton in Kwangtung province and the remaining 5 per cent. from other coast ports. It is not necessary for the Chinese to secure passports to travel from their country to Singapore or Borneo. After they have reached the latter port their entrance into the Philippines is comparatively easy.

Companies Engaged In It.

According to Mr. Wang, there are companies that do nothing but smuggle Chinese into countries they desire to enter. For a sum of money these companies guarantee that their customers will not be deported. In case they are fined and deported, the company pays the fine and smuggles the customer again.

"The only way to remedy this situation is to begin at its source," Mr. Wang said. "I believe there should be a more sympathetic policy instead of the harsh plans outlined in this proposed law. The Chinese should

not be considered as criminals. The proposed law will affect the innocent Chinese because all must register. If a Chinese should misplace his certificate he would be greatly embarrassed by being confined until he could prove that he had registered. The theory is all right but the principle is absurd. This law must be reconsidered."

Mr. Wang then referred to the incident in 1603 when the Spanish massacred 40,000 of the 25,000 Chinese living in the islands. He said that while that sounds terrible the present proposal to arrest, imprison and fine the Chinese will seem as terrible 300 years hence. He said that the governments should join in helping China open up her vast and rich interior and then the Chinese will stay at home. That is his solution to the Chinese immigration question, not only in the Philippines but in other countries as well.

Quotes Treaty.

Article V of a treaty between China and the United States, drafted in 1886, is termed by Chinese as the "most favoured nation clause." It follows:

"The United States Government and the Emperor of China cordially recognise the inherent and inalienable right of man to change his home and allegiance, and also the mutual advantage of the free migration and emigration of their citizens and subjects respectively from one country to the other, for purposes of curiosity, of trade, or as permanent residents."

"They have tried hard to change this," Mr. Wang said, "but we reserve it as a weapon." The immigration question in the Philippines is a very important and at the same time a very interesting one," he continued. "While visiting the different sections of these islands, I observed, to my great satisfaction, that the Chinese residents and natives live together in a most friendly manner. This cordial relationship has existed for many centuries.

"The Chinese immigrants in the Philippines are very similar to the European immigrants in America. They came and settled down. They have helped to develop the economic resources of these islands. They have become good and useful citizens. Because of much intermarriage, Chinese mestizos and mestizas are to be found in large numbers everywhere. In fact, to-day, a large majority of the Filipino leaders—political, educational, commercial and social—have Chinese blood in their veins. My opinion is that Chinese immigration has proved most beneficial to the Philippines and therefore should be encouraged."

In expressing his opinion on the proposed measures dealing with those Chinese who are found illegally in the islands, Mr. Wang said:

"Most of them have been here for many years. They have married the native women and have large numbers of children. In case these men are deported, the first difficulty is, who will support their women and children? Another difficulty is that most of these Chinese have established themselves in business. It would disturb the commercial equilibrium of the various communities if they are sent away."

"The Chinese are immigrating to foreign countries mainly for the purpose of obtaining employment. So, the best way to discourage this immigration is to open up the vast rich interior of China, especially the north-western part where there are fertile agricultural lands still uncultivated and valuable mines still untouched."

"I hope that all governments will adopt a more sympathetic attitude and help China establish bureaus of public works, to build more roads, bridges and to move the many millions to the interior from the congested sections of China. China, as we all know, has a territory of 4,000,000 square miles, which when well developed can support 800,000,000 people, twice the population of to-day. That will prove more effective than any amount of legislation can do, and respective legislation always violates the treaty provisions, especially the 'most favoured nation' clause."

The strange part of it all is that Li Chai-sum should have accompanied Mr. Wang.

When Was Coup Planned?

It is inconceivable that the coup could have been planned so soon as 24 hours after Li Chai-sum's departure from Canton.

Generals had to be sounded, observations taken, secret orders issued, and units moved with precaution.

Wong Shiu-hung is believed to have warned Li Chai-sum not to go to Shanghai. And in Li Chai-sum's absence, Wong Shiu-hung has lost Canton. Whether he will re-take it is problematical.

The simultaneous disarming of Lt-General Chai Chat-tong's men is only a subsidiary issue.

SECRET OF PLOT.

(Continued from Page 1.)

Li Chai-sum was unable to prevent Wong Shiu-hung from sending a large force of the 7th Army up the North River to waylay the Ironsides as soon as they reached Kwangtung.

As a matter of fact, Li Chai-sum's command had been sadly depleted by war drafts and he was dependent mainly on Wong Shiu-hung for support.

Strenuous Denials.

The invasion of Swatow by the Communists who, incidentally, broke away from the Ironsides in Kiangsi, provided a diversion.

Wong Shiu-hung led his army away from the North River to expel the Communists and a probable clash with the Ironsides was avoided.

General Chang Fah-hui, Commander-in-Chief of the Ironsides, strenuously denies evil designs on Li Chai-sum. At any rate, there were indications that Li Chai-sum, by conceding the Treasury and other important portfolios to the Ironsides, had come to an understanding with his old friends.

Concentration Near Canton.

Evidence for the Ironsides' bona fides is that if they wanted to undermine Li Chai-sum's authority, they could have done so when the Communists occupied Swatow and the Kwangsi troops were busily engaged there.

Once the Communist rising was crushed, General Wong Shiu-hung withdrew his army to Canton and Lt-General Chan Chat-tong took up positions along the East River.

Wong Shiu-hung also concentrated men, along the West and North Rivers, close to Canton.

Hasty Council of War.

It is not disputed that Wong Shiu-hung summoned a hasty council of war at Wuchow prior to returning to Canton on Tuesday.

Meanwhile preparations were

foot for sending an expedition into Hunan to attack General Tang Seng-chi of Hankow.

The Ironsides now say that this expedition was a pretext to assemble troops along the North River with a view to bottling them up in Canton.

A division had to be provided by General Li Fook-lum of Honam, who commands the 5th Nationalist Army.

Motives in Politics.

Gossip in political circles was that the order to General Li Fook-lum to send division away from his Honam was the thin end of the wedge to oust him from his holding. It was alleged that the Ironsides, coveting Honam and its revenues, instigated the order.

Arguments for the other side were that Wong Shiu-hung had forced Li Chai-sum to issue the order hoping that General Li Fook-lum would bear malice against the "greedy" Ironsides.

However, General Li Fook-lum sided with the Ironsides on Thursday although one of his divisions is up the North River as a part of the anti-Hankow expedition.

Strange Part of It All.

Mr. Wang Ching-wei, the leader of the Leftists, having disagreed with Nanking and found Hankow intolerable, was agitating for establishment of a new Nationalist Government in Canton—a course which would be detrimental to both Li Chai-sum and his partner, Wong Shiu-hung.

Naturally, Mr. Wang looked to the Ironsides—also Leftists—for practical support. Pressure is said to have been brought to bear on Mr. Wang by Li Chai-sum's supporters, causing him to move to Shanghai for his political schemes.

The strange part of it all is that Li Chai-sum should have accompanied Mr. Wang.

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OCTOBER RAINFALL.

The rainfall for the month of October at the Botanical Gardens was 6.46 inches on 7 days, at the Matilda Hospital, Mount Kellett, it was 5.62 inches on 8 days, and at the Police Station, Taipo, it was 4.63 inches on 8 days.

The lowest reading of the barometer (M.S.L.) was 29.691 inches at 3h. and 4h. on the 7th.

The maximum squall velocity, as recorded by the Dines-Baxendall anemograph, was at the rate of 89 miles per hour at 6h. 20m. on the 7th.

COUP EXPANDING.

(Continued from Page 1.)

Kongnnon has come in for the attention of the Ironsides, it being held by a Brig-General loyal to the Kwangsi clique.

The Cantonese division which belongs to Li Chai-sum's command prefers neutrality to fighting the Ironsides who are also Cantonese.

Ironside guards have been posted at Li Chai-sum's house, actually as victors, but nominally as protectors in the General's absence.

LI CHAI-SUM.

Greatly Perturbed on Reaching Shanghai.

On arrival at Shanghai yesterday, General Chang Fah-hui, Commander-in-Chief of the Ironsides,

denied that he had been summoned to the Nanking faction (Li Tsung-jen at Hankow and Bei Chung-hsi at Nanking), to meet him at Shanghai for a conference.

He is stated to have urged the two leading Kwangsi Generals of the Nanking faction (Li Tsung-jen at Hankow and Bei Chung-hsi at Nanking), to meet him at Shanghai for a conference.

Shortly after stepping ashore, Mr. Wang Ching-wei interviewed General Chiang Kai-shek but, says the "Kung Sheung Yat Po," Mr. Hu Han-min refused to see him. Mr. Hu has been governor of Canton and was till recently the leading politician in Chiang Kai-shek's government at Nanking.

As regards the influence of outside provinces on the struggle in Kwangtung, it is noted that an army at Amoy (Fukien) is stated to be ready to invade Kwangtung but it is not known which side the invaders will fight for.

CINEMA NOTES.

WHAT PRICE GLORY? NEXT WEEK.

BRITISH STAR'S TRIUMPH.

Cinema-goers will learn with interest and pleasure from the special advertisement appearing in this issue of the "China Mail" that the famous screen comedy, "What Price Glory," will be presented at the Queen's Theatre from Tuesday to Saturday next week.

"What Price Glory?" took two years to make, the first year being spent in research work and the second in the actual work of production. The story is based on the plot of a stage success which took London and New York by storm. None of the vitality of the stage play has been lost in the transfer to the screen—indeed

the greater scope of the cinema has led to the original being surpassed in every way.

"What Price Glory?" is marked by one of the greatest individual acting performances ever flashed on the screen—that of the British star—Victor McLaglen, who gives a remarkable character study as the Captain of Marines, Edmund Lowe as the shifty Sergeant Quirt, also gives a striking

portrayal of a difficult part, and Dolores Del Rio, as the charming, seductive Charmaine, proves herself a skilful artiste. "What Price Glory?" visualises the hates, loves and passions of war, but it is first and last a comedy, few pictures in the last five years containing more laughs.

TO-DAY'S FILM.

Pictures showing in the local cinemas for the last time to-day are Rex Ingram's fine production, "The Magician" at the Queen's Theatre; Laura La Plante's spectacular film, "The Midnight Sun," at the World; and the amusing story of New York life, "The Cohens and the Kellys" at the Star.

The movie programme at the Star Theatre, it should be noted, lasts from 6.15 to 8.30 only, the new Our Cabaret presenting "A La Carte" at 9.15.

TO-MORROW'S GAZETTE.

The start of the 25,000 mile Empire air cruise by four giant metal R.A.F. flying boats and a show in London of early motor cars are items in the topical gazette which will be screened in the Queen's Theatre to-morrow along with the amusing feature film, "The Waning Sex."

WESLEYAN METHODIST CHURCH.

Queen's Road East.

Wanchai (near Royal Naval Hospital)

Sunday, November 20, 1927, Temp

orance Sunday.

Morning Service, 10.15 o'clock.

Subject: "Drink and The Man."

Afternoon: 3 o'clock. Sunday

School.

Evening Service, 6 o'clock.

Subject: "The Rechabites" or

"Drink and The Nation."

Preacher at both services Rev.

J. C. Knight, Anstey.

Sailors' and Soldiers' Home,

Arena Street.

Sunday: 3 m. Mr. May's Bible

Class; 8.15 p.m. Service Men's

Hour.

Monday: 8 p.m. Ladies' Church

Aid Meeting.

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You judge a man not by what he promises to do, but by what he has done. That is the only true test.

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25, Wing Wo St. Tel. C. 1110.
Metal Merchants and Ship
Chandlers.
Managing Director—
MR. H. S. CHIN.

There will be a meeting of the
New Territories Agricultural Committee at Sheung Shui to-day, at
2.30 p.m.

A Chinese tailor, living at No.
2 Circular Pathway, reports that
someone stole from the above address, a dark brown overcoat,
valued at \$6.80.

The Commissioner of Foreign
Affairs (Shanghai) has been notified
that there will be an International
Silk Exhibition in Rome next
year and China has been invited to
take part.

The official record in Shanghai
for the 24 hours ended at 8 a.m. on
November 12 states that the police
arrested 83 persons, of whom
twelve have been in custody before.
Six armed robbers were included in
the drag-net.

A Chinese, Yeung Kai, alias
Yau Bei Chai, aged about 17 years,
is wanted by the police in connection
with a stabbing and wounding
incident which occurred at Wan-
chai last night. He is described as
being dressed in black cotton
clothing with his hair cut short.
He is a native of San Wu.

Probate has been granted in
respect of the will of Jemadar
Gurmukh Singh, an officer of the
Indian Army Supply transport who
was found murdered in his bed at
Whitfield Camp Barracks in the
early morning of June 26, and
whose assailant has not yet been
brought to book. Deceased left
\$1,300.

Ghosts reported in Athleague
and Mountabbot, Ireland, travel in
an auto. Eye-witnesses of the
fantastic give the following descrip-
tion of the visitors:—Between
11 and 12 o'clock at night a con-
veyance resembling a high-
powered motor car suddenly ap-
peared silently. It flashes past in
a blaze of lights. Its occupants,
arrayed in white, are only seen for
an instant as the vehicle flashes
past at incredible speed.

A chorus of police whistles on
Thursday night announced the fact
that a Chinese had been wounded
as the result of a fight with some
other Chinese on Wai Ching Street,
Yaumati. Police soon arrived
from the Yaumati Station and
found that the injured man was
the owner of a mechanic's shop,
and that the trouble arose over the
making of a sign board and the collec-
tion of \$3.50 for the work done.
Words led to blows, one man being
wounded with a chopper.

SOCIAL AND PERSONAL NEWS.

The Reichs President received
Reichs Chancellor Marx in audience
on November 3.

Among passengers who arrived
by the s.s. "Suwa Maru" from the
North yesterday were Mr. Ho Kit,
Mr. Ho Leung, Mr. W. S. King and
Mr. and Mrs. H. H. Priestley.

At the performance by the new
"Our Cabaret" Company in the
Star Theatre to-night Miss Eileen
Woods will sing, by special request,
her great success, "In a Persian
Market."

The late Mr. Charles Ford, I.S.O.
F.L.S. (83), of Lindeth, Stanmore,
Middlesex, retired superintendent
of the Botanical and Afforestation
Department, Hong Kong, left estate
valued at £1,826.

His Excellency the Officer Admin-
istering the Government has
been pleased to appoint Mr. Brian
Charles Keith Hawking to act as
Assistant Superintendent of Im-
ports and Exports, with effect from
November 12.

The King's Equator empowering
Senor Don Eleodoro Rouillon to
act as Peruvian Consul-General at
Hong Kong with jurisdiction in
the British Colonies in Asia and
the ports of India has received His
Majesty's signature.

The Chinese Mission to Lepers
gave a reception to Dr. Robert G.
Cochrane, medical adviser of the
Mission to Lepers, London, on
November 10 in Shanghai. Dr.
Cochrane said that a model leper
home should be established in
Shanghai to show the Government
and the people, in a concrete manner,
what could be done to rid
China of leprosy.

Mr. Josef Borissoff, a violinist of
note, whose reception in New York
and other musical centres has been
most favourable, has arrived in
Shanghai, and will be the soloist at
the first of the season's special con-
certs, to be given at the Town Hall
on Sunday. The event will mark
Mr. Borissoff's 15th concert in the
course of a tour which is taking him
round the world.

Miss Genevieve Brown of the
Navy Nurses Corps and Warrant
Officer C. P. Metcalf were united
in marriage on November 8 at the
Nurses' Quarters, Naval Hospital,
Cananéa. The bride was given in
marriage by Mr. J. H. Reed. Mrs.
J. H. Reed was matron of honour,
and Mrs. W. B. Bellon acted as
best man. The Rev. O. W. E.
Cook of Manila, performed the
ceremony.

H.M.S. "Wanderer" arrived in
Shanghai from up-river last Saturday.

The Coldstream Guards enter-
tained numerous friends at a dance
at their quarters, Klaochow Road,
Shanghai, last Saturday evening.

It is notified that the names of
The Hope Commercial Company,
Limited, and the Shing Fat Steam-
ship Company, Limited, have been
struck off the Register of Com-
panies.

Mr. Diamond, of the Hong
Kong Hotel, residing at No. 24,
Dundas Street, reported to the
police last evening that someone
stole an Elgin gold pocket watch,
valued at \$60, and a pair of brown
boots valued at \$9.

A European passing through
the Colony by the "Siberia Maru"
reports to the Police that whilst
sleeping under a verandah the
worse for liquor, in Connaught
Road Central, Shanghai notes to
the value of \$80 were taken from
his pocket.

Seventeen British soldiers of
the Defence Force in China, re-
cuperating at Shughnessy Heights
Military Hospital, Vancouver, ex-
press themselves as delighted at
getting away from a "war" where
their chief duty was "turning the
other cheek."

It is notified that a competitive
examination for the Indian
Civil Service, open to all qualified
persons, will be held in London in
July and August, 1928, and that
copies of the regulations, syllabus of
examination, and forms of applica-
tion to be filled up by the can-
didates may be seen on application
at the Colonial Secretary's Office.

At a meeting of the Committee
of the Singapore Municipal Ser-
vices Club, it was decided, subject
to the support and co-operation of
members, that the Club's temporary
premises at Balestier Plain be
renovated and badminton courts
and a practice pitch for cricket be
constructed. The Committee also
decided to start a library at an
early date.

Rumours are reported from Kow-
loon Tong of the presence in the
neighbourhood of a tiger which is
stated to have been heard at night
on the adjoining hillsides in the
direction of the reservoir. A
workman has also reported having
seen the marks of a tiger's paw in
various parts of the hill near the
railway tunnel, while the farmers in
the vicinity state that cattle and
poultry have mysteriously dis-
appeared.

An earth coolie employed on
the Morrison Hill demolition
scheme was killed yesterday as the
result of a fall of rock and sand.

A charity concert for Dr. Bar-
nard's Home is being given by St.
Andrew's Troop of Boy Scouts at
St. Andrew's Church Hall, Kow-
loon, this evening, beginning at 9
o'clock.

Hong Kong Amateur Dramatic
Club open their season at the
Theatre Royal this evening, when
they will present, at 9.15, "Bulldog
Drummond." There will be per-
formances each evening next week.

A Chinese seaman from a
water police launch dived over-
board and rescued a Chinese woman
from the water off Hill Road,
West Point, last night, following
the blowing of police whistles from
observers in the street. The woman
was brought to the surface and
artificial respiration resorted to.
She was later taken to hospital,
where she later died.

Home mail (letters only) dated
London, October 20 (202) arrived from
Home via Nagapatam on the Blue
Funnel liner "Patroclus" yester-
day. The total mail was in 121
bags of which 33 were from the
United Kingdom. There were 62
bags for Hong Kong. Papers of
the same date arrive on Monday on the
s.s. "Laisang." Mail also ar-
rived from Europe via Siberia yes-
terday on the "Suwa Maru," total-
ling 43 bags of papers.

The transit of Mercury, on
November 10, was very interesting.
The planet crossed the Sun's disc
along the latter's equator, which
is inclined 7 degrees on its axis.
About 12 degrees or 15 degrees from
the centre of the Sun, there was an
enormous sunspot consisting of
three spots of unequal greatness,
and Mercury passed along this long
sunspot between 1.20 and 1.40 p.m.
The ingress of the planet occurred at
11.30 a.m., and the egress at 4.30
p.m.

The Bangkok correspondent of
the "Straits Times" telegraphing
on Nov. 8 stated: To-day is the
birthday of the King of Siam and
the town is gaily decorated. All
business houses and Government
offices are closed and a number of
religious ceremonies are taking
place this evening. The town and
river front are beautifully illuminated.
Before their departure for
Saigon yesterday the American
destroyers were fully dressed in
honour of the birthday.

Dr. A. B. Oks is returning to
Shanghai on the s.s. "Trier," which
is due to arrive on November 25.

Mr. H. T. Brooks and Mrs. H.
T. Creasy, of Hong Kong have been
elected fellows of the Royal
Colonial Institute.

Ben F. Wright, insular auditor,
left Manila last Saturday on the
"Empress of Asia" for Washington,
on official business. He expects
to be back next February. He
was in conference with Acting
Governor General Gilmore at
Malacanang for nearly two hours.

His Excellency the Officer Ad-
ministering the Government in
Council has been pleased to direct
under section 7 of the Public
Health and Buildings Ordinance,
1903, Ordinance No. 1 of 1903, that
the name of Mr. George Albert
Victor Hall be added to the list of
authorised architects.

The older residents of Shanghai
will learn with regret of the death
of Mr. John Wolter, which has
taken place in Denmark. He came to
China for the Great Northern
Telegraph Co. in 1883, and was
subsequently employed by the
Chinese Telegraph Administration.
He retired about 1908.

Mme. Wu Chao-chu, wife of
Nanking's Foreign Minister, who
was released several days ago after
having been in the hands of the
Ankuochun for some weeks, was due
to arrive in Shanghai by the C.N.S.
"Tungchow" from Tientsin on
Wednesday, accompanied by her
mother, Lady Ho Kai.

The Maharajah of Kapurthala
is inviting many American friends
to attend extensive fetes which are
to take place on his Indian estates
during this month. The Maharajah
is a picturesque figure in the social
life of not only his own country
but Paris and London. Each year
he gives garden parties at these
capitals which are attended by
statesmen, diplomats, artists and
writers.

Passengers arriving yesterday
on the Blue Funnel liner s.s.
"Patroclus" from Home included
Mr. T. G. T. Beck, Mr. and Mrs.
A. M. Bowes Smith, Miss M. B.
Bowes Smith, Miss E. K. Butler, Mr.
R. A. L. Donaldson, Mr. and Mrs.
M. A. Johnson, Mrs. J. Jordan, Mrs.
and Miss Owen Hughes, Lady
Stuart Taylor, Miss L. E. Stuart
Taylor, Mr. and Mrs. C. H. Eustace,
Mr. R. H. Lewis and Miss G. H.
Brooks.

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SPORTS

OLYMPIC GAMES.

SUBSCRIPTION TO FINANCE U. S. TEAMS.

ELIMINATION TO SELECT MATERIAL.

New York, Nov. 3. So much interest prevails in the United States in the Olympic games, to be held next summer at Amsterdam, that the American committee already has begun to make definite plans for the occasion.

Approximately 250 athletes from this country will sail for Holland on July 11 to participate in the Games. The Committee has chartered the steamship "President Roosevelt" in which to transport the United States entrants, men and women. There will be ample room in addition from 200 to 300 persons who may want to accompany the track and field stars across the Atlantic.

The cost of the expedition which is estimated at \$400,000 will be underwritten, it is planned, by popular subscription. A campaign for funds will start in this country at the termination of the football season.

No difficulties are foreseen in raising the funds. One of the reasons is that the United States want its athletes to retain the chief honours they won in the Olympic Games of 1924, held in Paris; another is the fact that the 1932 Olympic Games will be held in this country.

As in past years, the athletes who will represent the United States at Amsterdam from July 26 to August 12 of next year will be chosen from the winners of elimination contests in the various sports in which this country will participate in Holland. These are expected to start in this country this winter and spring.

The selected athletes will live, during their stay abroad, in the steamship cabins, as accommodations for the athletes next year will be vastly improved over those of the United States participants at the Paris Olympic Games, during which this country's athletes, due to the presence in France of many tourists, lived in uncomfortable quarters.

In addition to participating in the games made famous by the Greeks, the United States' athletes probably will compete in other events in England, Sweden and other European countries from which invitations have already been received. They are due to return to the United States on August 22.

At the 1924 Olympic Games, athletes from this country won chief honours, scoring victories by events, first places and points. At the conclusion of the Games the leading point-scores were as follows:

United States	94
France	64
Sweden	44½
Great Britain	41½
Finland	34

Nations which won first place in various events were Argentina (polo) Austria (figure skating by women) Belgium (speed by men) Canada (hockey) Denmark (foils) Finland (speed skating) Greco-Roman (wrestling) France (rifle shooting, foils by men, epee, water polo, and cycling) Great Britain (hurdling, rifle 22 calibre) Hungary (traps, sabre) Italy (sabre team, Gymnastics) Norway (Skiing, moving deer target, yachting) Switzerland (bob-sleigh, weight lifting, equestrain sports) Sweden (figure skating by men, modern pentathlon) United States (rugby, 400-600-800 metre rifle team, revolver, 1-shot deer, traps, tennis, rowing, track and field sports, catch-as-catch-can wrestling, boxing and swimming) Uruguay (soccer).

The number of athletes who will go abroad next year will be about 100 less than made the trip across last year, this being due to the new Olympic ruling which prohibits reserves or alternates, from any country.

Accompanying the United States athletes will be a staff of the nation's best men and women coaches, trainers, doctors and nurses. All the athletes will occupy first-class cabins aboard ship, none being quartered in the depths of the hold, as was the case four years ago.

Dates of the various Olympic Games next year were announced as follows:

Hockey, May 17-26; association football, May 27-June 16; weight lifting, July 28-29; athletics, July 29-August 6; fencing, July 29-August 4; rowing, August 2-9; cycling, August 6-10; swimming, August 8-15; boxing, August 4-11; gymnastics, August 8-10; wrest-ram sports, August 8-10; wrestling, August 9-12; and lacrosse, August 7.—United Press.

GREYHOUND CULT.

INTERESTING FACTS OF NEW CRAZE.

THOUSANDS STAKED.

The greyhound has suddenly sprung into a prominence which is almost fame itself, and no longer is he permitted to pass in the street unnoticed. Why this remarkable change? The answer is, of course, the new sport of greyhound racing, which has attained to such popularity already that it is a positive menace to the prosperity of horse racing itself.

Thrice a week thousands of pounds are staked on greyhounds in a dozen great British cities, and the number of meetings will have trebled itself in another year's time.

Why the greyhound has been the central figure in so colossal an investment is not altogether that he is easily the speediest of dogs, but also that he chases by eye, and not scent as other dogs do. The greyhound of to-day is really the "gazehound" of centuries ago, so called because of this very peculiarity. Needless to say, he did not race behind a mechanical "puss" in those days of stone axes and flint spears.

Look closely at the racing greyhound—he may as likely be black as grey—and observe his eyes, the brightest and most penetrating of all the canine race. If he chased electric "puss" in the fashion his less nimble brothers might he would probably discover the fake and throw up the business in disgust. But her mechanical majesty looks the real thing, despite such mannerisms as sweating electric sparks and making a noise like a switchback car, and she is followed with the greatest enthusiasm. She is never caught, except on those rare occasions when her electric vitals so miss, and reaches her sanctuary under the word skirting a dozen yards ahead of the field.

Our friend the greyhound has, as might be guessed from his very small head, a quick but not a high intelligence, and at the finish of a race he will do precisely the same thing he has done every time he has run, and that is, join his rivals at the aperture through which "puss" has disappeared. As he cannot smell the hare, and the hole is too small and dark for him to see, he casts a look of latent suspicion at his mates as if blaming them for some complicity in the mysterious matter, and then promptly forgets all about it. He will get that hare some day, he tells himself, and then there will be no need to go to her lair at all.

It is generally accepted by the cognoscenti that the swiftest greyhound—when no actual performances are available—is the fellow with the softest skin, the longest neck and shortest ears, the sharpest pair of eyes and the broadest chest, and, perhaps not least, the most erect head. Granted that an animal with all these abundant merits runs his 500 yards round the track truly—that is, following not the actual line of the hare but the inside of the course—he will do the distance a shade under 29 sec. This speed will stamp him beyond all question as a high class dog, and well it might, as it is equal to almost 38 miles an hour, or 18 yards per second. Yet it has been record greyhound speed by any means, as quite a number of dogs racing today can do 27.50. Singularly enough, this speed is practically identical to that of a sprinting racehorse of equal class, only there is the rather important difference that the latter will maintain this rate of progression over twice the greyhound's 500 yards. There has of late been a good deal of controversy respecting the speed-merit of whippet and greyhound, but here again there is no actual analogy. A top-notch whippet, though only half the greyhound's weight, will at its best reel off 20 yards a second—just double the champion biped's rate—but the distance encompassed does not exceed 200 yards.

But the majority of greyhounds in training to-day cannot—not matter how hard the hare may pull them out—clock 500 yards under 31 seconds. Now, as a second here is equivalent to some 18 yards, it goes without saying that if a 31-second dog be matched with a 28-second one, the race must prove a fiasco. Hence, to maintain the interest, it becomes essential to adopt some system of handicapping. A time allowance at the end of the race, as in yacht racing, would ruin the spectacular side of the sport, and distance starts at the beginning would never fit in with a mechanical hare. Neither did it seem feasible to "weight" a dog in the way employed with racehorses, while to handicap greyhounds on the basis of their own individual weights had this disadvantage, that very often the swiftest dog was the smallest and most slender. Grading by merit or by pedigree, which ever came to be recognised first, promised the only way out, and that is the course adopted to-day, and with no little success. It would seem

there is nothing more striking pertaining to the new sport than the marvellous way greyhounds maintain their racing time in race after race. It is hardly known, barring of course, accidents arising out of fighting or collisions—for a dog to record 28 seconds one day and take 30 or 31 the next. On the contrary, the times will be found to differ not even to the extent of 25 of a second. Arising out of this, is another remarkable feature. The dog running green in his initial efforts will frequently run wide and get into more experienced competitors' way, spoiling his own time and, naturally, his chances of victory. But, closely watch the veteran when he is racing. It is almost uncanny the way he will clutch the inside edge, manoeuvring with rare skill when baulked of this position to secure it again, all the time following the hare but never tempted to take the outer edge as she does. Such dogs seem to have no illusion on the subject; they may be out to get into grips with elusive "puss," but first and foremost they are out to beat their doggy rivals, and such dogs, granted a start, would race true without a hare at all.

But they are only dogs after all, and they detest being worsted and will do anything to avoid defeat. Thus it so often happens that in the last bend, where so many races are lost and won, there is an angry "gurr" as some fellow, unable any longer to control his outraged feelings, savages his victory-flushed rival and lets in a third dog, slower than either of them, to win. One greyhound in particular—a nice, well-behaved dog in private life—simply could not face likely defeat without his jealousy overpowering him, and so many Donnybrook finishes was he mixed up in that in the end he was "warned off" all courses.

PING PONG.

LATEST POSITIONS IN THE LEAGUE.

With the League nearing completion, this week's matches were not contested with very great interest. The Hop Ying Club of Kowloon have, however, fought their way to third place, having defeated both St. Peter's and the Tutorial Institute.

The latest positions of the League are as follows:

P. W.	L.	D.	Pts.			
Chinese Ath.	10	10	0	0	20	
Chinese	Y.M.C.A.	9	8	0	0	16
Hop Ying Club	10	7	3	0	14	
St. Ch. A.A.	9	6	3	0	12	
University	10	6	3	1	13	
Tutorial	10	4	5	1	9	
St. Peter's	9	4	5	0	8	
Catholic Y.M.S.	9	3	6	0	6	
St. Louis	8	2	6	0	4	

NO TRUCE.

BETWEEN JACK DEMPSEY AND KEARNS.

New York, Nov. 12. Talk of peace between Jack Dempsey and his ex-manager, Jack Kearns, was intensified recently after Kearns made known he had agreed to an indefinite postponement in Trenton, N. J. of action to recover \$333,333.33 from Dempsey under terms of a former contract. Arthur Driscoll, Dempsey's counsel, denied, however, that there had been peace overtures.—Associated Press.

The German swimmer Vierkotter announces that he will try next year a non-stop cross-Channel swim and buck.

INTERPORT CRICKET.

Now THAT THE CRICKET INTERPORT IS DUE TO START IT IS UP TO THE PUBLIC TO SEE THAT EVERY SUPPORT IS GIVEN TO THE NAVAL AND MILITARY AUTHORITIES.

THE CHIEF PETTY OFFICERS AND SERGEANT MAJORS.

WE SHOULD NOT LOSE THE CHANCE OF OBTAINING AS MUCH INFORMATION ABOUT OUR RIVALS AS POSSIBLE.

ANYONE FROM THE F.M.S. SEEN IN OUR STREETS

SHOULD BE IMMEDIATELY TAKEN BEFORE THE SELECTION COMMITTEE FOR CROSS-EXAMINATION.

THEY WOULD BE GIVEN FRONT SEATS AND THE BEST POSITIONS FOR BROADCASTING.

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MOTORING SECTION

TIMID DRIVERS.

FOOLPROOF CAR
SUGGESTED.

Timidity in drivers, since it leads to carelessness, is probably a much more desirable characteristic than over-confidence and its consequent recklessness. However, there are probably many persons who fear that they cannot control existing cars with their mechanical complexities. In the following article from the "Autocar," Cecil B. Water, B.Sc., suggests that many of these people would purchase the right type of vehicle if it were produced, and make suggestions to that end.

Can anyone learn to drive a car? At present I believe no—in the case of an ordinary car that has an ordinary gear box—the kind about which Levassor said, long ago: "It is crude and brutal, but it works."

Will the motor industry do anything for the nervous, mechanically incompetent, elderly or ignorant people who long for the new freedom that would come from being able to drive themselves about alone? Is the idea commercially worth while?

It is, of course, a delusion and a snare to suppose that it is possible to learn by heart—like a part in a play—all that ever has to be done with the ordinary type of gear change and controls; but you can not fundamentally change the unmechanical type of mind, especially when it happens to be feminine and mature. If, however, you admit that there are, and always will be, many people of a certain type who can never drive the ordinary cars of the present day with comfort, the next step is to devise means of overcoming their difficulties.

Simplified Gears.

Much thought and not a little money have already been expended on this problem. The ideas here presented do not purport to be original, but it is hoped to display them in a new light.

The car of which there are more examples than any other in the world, namely, the Ford, has a two-speed epicyclic gear which is very easy to manage—we will not say that it is impossible to make a mistake with it, because, as all Ford drivers know, it is possible to press the wrong pedal and go backwards when you mean to go forwards and vice versa. The word "epicyclic," by the way, is alarming to the uninitiated; but it is not necessary for the beginner to know what it means or anything about it.

Many, various and fantastic have been the inventions which, since the earliest days, have tried to overcome the gear changing difficulty, and to-day there are still some that look promising. There is, for example, the Constantinesco automatic, infinitely variable gear. It has yet to prove itself in the hands of ordinary users. There have been numerous attempts also to relieve the driver by controlling and operating ordinary gear boxes electrically or mechanically, notably in America as regards the former methods, and, equally notably, these electric systems have so far failed to establish themselves.

Quite another idea is embodied in the magnetic system of transmission, introduced some years ago, which also has not registered progress, although it appears to be ideal so far as simplicity and ease of control are concerned, there being no gears whatever.

Then in the class of large, luxurious, chauffeur-driven carriages there is the big Lanchester of today, which has an epicyclic gear equipment with which it is practically impossible to make a mistake. But the larger Lanchester model is outside the scope of this article. There are plenty of other high-priced cars capable of doing almost all their work on top, and so without gear changing. After a sidelong glance at the steam car, just to placate its enthusiastic supporters, we come to the immediate possibilities of the present and future.

True Flexibility.

Why not instal a good, modern six-cylinder engine, of moderate size, power, and price in a chassis with a two-speed epicyclic gear similar in principle and operation to the Ford, which has been in successful use for very many years?

With an ample flow of sustained power over a wide range of speed, such as the type of engine demanded can readily be made to possess, this suggested vehicle would be almost, but not quite, a one-speed car. Reversing, moreover, would be much mitigated with an epicyclic

gear of the Ford type, because its action is less positive than that of an ordinary gear. In reverse, in the hands of a nervous driver, the ordinary type of gear is often so positive and abrupt that shrubbery, flower beds, gate posts, and so forth are in danger. One friend of mine alleges that she now cannot go to church because there happens to be nowhere to turn around without reversing!

A range of speed extending from 4 to 50 m.p.h. on the top gear is what is required, and that is, of course, well within the scope of modern achievement. The low gear should always be there (though seldom used) for emergencies. All the driver would have to do when the car could not "make the grade" would be to press his or her foot on the appropriate pedal—an action that might, after all, be learnt by heart—and there would be no serious risk of running backwards. Even if the reverse pedal were pressed by mistake the car would not run back either fast or freely; it would, indeed, be as near foolproof as it is so far possible to make a car. It would not be costly, and it would be a joy forever to thousands of elderly and nervous potential drivers.

It would not be costly because the type of engine required—a flexible medium powered six—is not now confined to the expensive class, and because the type of gear demanded has been used for many years on the car which, in its country of origin—America—is still the cheapest. Moreover, the number of people to whom it would appeal is so great that mass production methods could be adopted. This car should be a dreadnought in the matter of abuse; it should have no subtleties of control, so dear to the expert's heart; ignition advance should be entirely automatic, and its dash should display a minimum of information. The driver would take his or her place without qualms, press a button to start the car, press another to make it progressively faster, change the foot to another to make it slow down and stop.

For the trade there is here a new world, waiting to be conquered, while the prospective owner can catch a glimpse of a new heaven on earth. But, laying had rather a tough job in conquering worlds so far, the industry may, at first, be rather lukewarm about these suggestions. However, in all businesses supply must endeavour to follow demand; but it is sometimes difficult to discern and appreciate an existing or potential demand, and the type of prospective driver we are discussing is certainly not vocal. The dumb millions who really want all sorts of things have a way of remaining dumb; they scarcely know what, exactly, they want until the goods are offered. For the type of car indicated the dumb longing is present, and when, if ever the right car is offered, that car will be accepted with acclamation, and will create whole new armies of enthusiastic motorists.

STILL TOO NOISY.

Motorists cannot help thinking that the Home Secretary is very difficult to please, and his renewed attack on noisy exhausts will cause a good deal of perplexity. Since the campaign against noisy exhausts started there has been a very marked endeavour amongst motorists to fall in with official requirements. To whom, then, does the latest circular apply? If it be to a minority, surely the police are to be blamed for not dealing with them. If, on the other hand, the Home Secretary is still not satisfied with the silencing arrangements of motor cars as a whole, we think says "The Light Car and Cyclecar," that he is carrying the matter to extremes. Intolerable noise is created by vehicles other than private cars, and motoring folk, the majority of whom are unaware of giving any offence themselves, are becoming increasingly puzzled at the apparent official apathy towards an increasing evil which has long called for eradication.

FOR COUGHS AND COLDS.

When changeable weather or exposure to cold and wet results in bronchitis, start at once taking Chamberlain's Cough Remedy Standard for over fifty years, and strongly recommended for stubborn, weakening coughs. For sale everywhere.

NEW 'BUSES.

SIX-WHEEL VEHICLES IN
LONDON.

So many nails have been hammered into the coffin of the tramway car, as a result of omnibus development and competition, that one almost feels encouraged to visualise, in the not far distant future, the complete disappearance of the rail-dependent vehicle from the streets of our more important cities (says "Motor Transport"). Some may consider this to be carrying prediction too far, but no one can deny that the tramway strong-hold is at present being very vigorously and effectively attacked at points in its defences which at one time were generally regarded as invulnerable. We refer, of course, to the competition of the six-wheeler omnibus, the latest and perhaps most significant example of which will be seen in London if, as may be confidently expected, the 68-seater omnibus is approved by Scotland Yard. In fact, the advent on the London streets of the covered-top-deck six-wheeler fitted with pneumatic tyres will be a development likely to have a far-reaching influence in popularising a type of public service vehicle the commercial possibilities of which are only beginning to be realised. Experienced city traffic authorities have stated that, by reason of its greater capacity, the tramway car is a more efficient instrument than any kind of omnibus for handling city passenger traffic at rush hours. So it was—once. But can such a claim now be substantiated? The results so far obtained in service with six-wheeled double-deck omnibus seating up to nearly seventy passengers seem to justify a negative answer to that question. For even if the latest types of three-axle motor omnibuses cannot, or are not permitted to, carry quite as many passengers as the largest tram cars, their superior mobility, permitting them to draw up to the kerb and overtake other vehicles, affords them an important advantage in this connection.

Further claims for comparative superiority made on behalf of the tramcar which not long ago were difficult to refute concern its smoother running and the seasonal advantage of protection to top-deck passengers. But six-wheeled construction, improved springing, and pneumatic tyres go far to place the motor omnibus on an equal footing with the tram in the first of these respects, whilst omnibus top-deck coverings are now commonplace. Briefly stated, the rivalry between the motor omnibus and electric tramcar has reached a stage where the former has been so improved that it compares favourably with its competitor in all respects, and holds possibilities for further improvement, whereas the latter still suffers from the more important of its original drawbacks and offers little opportunity for improvement, except in detail and perhaps in the doubtful matter of speed. It might be suggested that, to meet the growing menace of omnibus competition, tramcars could be made even larger, but from the public viewpoint such an "improvement" would be more than offset by their increased obtrusiveness and noisier running, to say nothing about the further wasteful expenditure of ratepayers' money which their construction would entail.

BAD ROAD SURFACES.

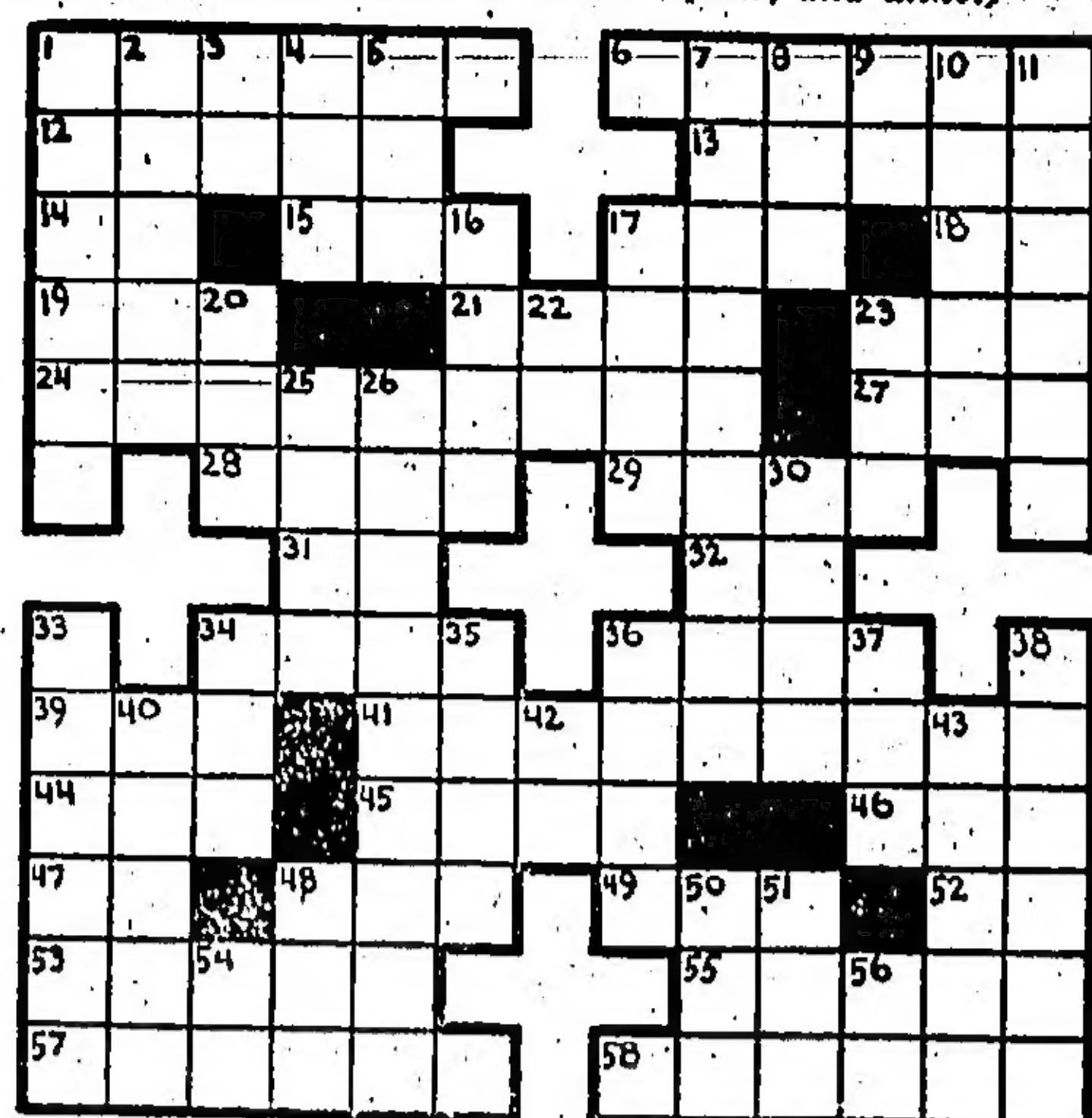
A writer in "The Light Car and Cyclecar" who has just returned from a fairly long South-country tour, emphasises a danger which is not always associated with sections of roadway which have just been tar-sprayed. In one district through which he passed the liquid tar had been covered with what he called "rubble"; if it did not conform strictly with the term, the sand contained a multitude of comparatively large stones.

Traversing one of these stretches very cautiously, he heard a hoot behind, and a big car travelling very fast shot past him and "cut-in" very suddenly across his bows. The result was that a shower of this rubble was flung back by the rear wheels of the car with such force that for a moment he was afraid his screen would be broken. It is to be hoped that the road authorities will not continue to "lay" liquid tar with such a dangerous material.

BRINGING UP FATHER.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, glow, and altho.)

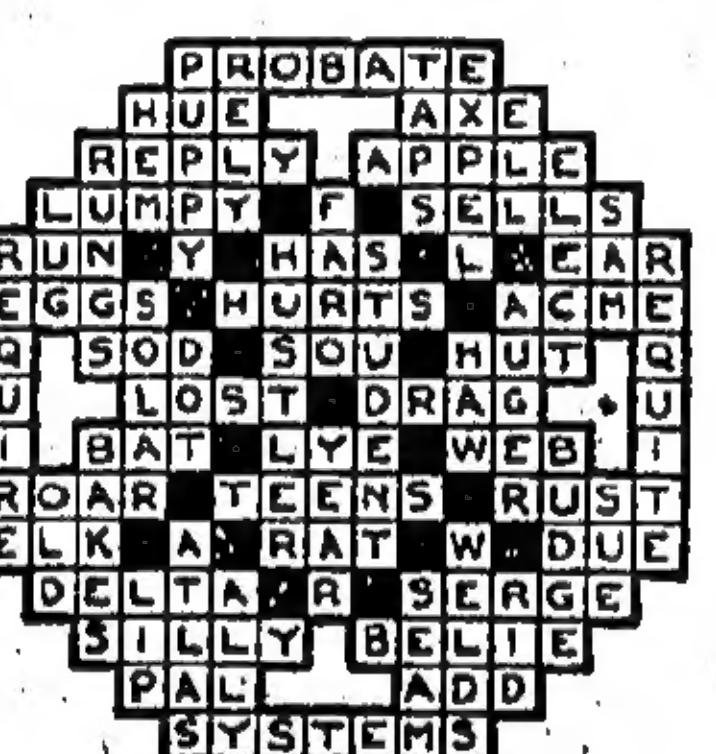


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HORIZONTAL (Cont.)
1-Whale Islands N. W. of Africa, gave the name to a popular bird? 47-By a number (Roman numerals)
8-To offer resistance 48-The people
12-A man's hooded cape 49-Province of Canada (abbr.)
13-What gaseous constituent of the atmosphere was discovered in 1934? 50-One who lays brick or stone
14-Egyptian sun-god 51-What Italian composer wrote "Il Trovatore"?
15-The capital 52-Exhibited
17-A pen for animals 53-What is the name of the Gorgon whose head was cut off by Perseus?
18-A theological decree (abbr.) 54-What is the name of the French king?
19-The Greek long E 55-What is the symbol for nickel?
21-A mental image 56-What is the symbol for nickel?
23-A garden tool 57-Religion (abbr.)
24-Making signs to 58-What region occupies the S. extremity of S. America?
27-A female servant in India 59-To move with a lever
28-To gain by labor 60-Shouting
29-Completed 61-What is an orderly continuous account of an event called?
30-A playing card 62-What city, with Gomorrah, was burned by fire from heaven?
31-The king of Bashan (Bible) 63-A band or curve
32-A compass point (abbr.) 64-Thus
34-To attend to 65-A food fish
35-A positive command that something be done
36-Shouting 66-Runic (abbr.)
41-What is an orderly continuous account of an event called? 67-The evening before a church festival
44-To go wrong 68-Thus
45-A food fish 69-Runic (abbr.)

(The solution of the novice cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



THE £100 CAR.

In the current issue of "Motor Cycling" it is pointed out that although a year or so ago there were rumours of the "£100 car" ousting the sidecar outfit for cheap passenger transport, there was not such a four-wheeler at the Motor Show. The journal goes on to say that the public was wise in preferring the well-tried sidecar outfit to the ultra-cheap cars which appeared in experimental form about 12 months ago.

Hong Kong's Artistic Photographers.

PHOTO TAKEN DAY AND NIGHT.

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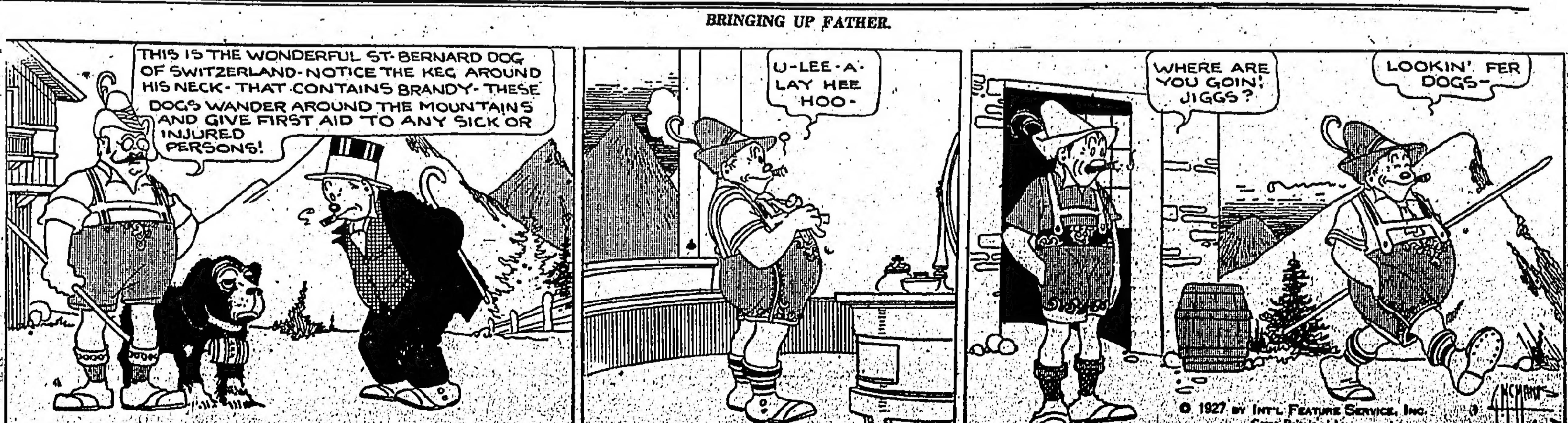
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FLYING DAY BY DAY

ACROSS PACIFIC.

Japanese Fliers Have Eye On Honoura.

Tokyo, Nov. 11. Japan is making thorough and intensive preparations to be the nation to fly across the Pacific. After weeks of study of the proposed flight special committee in charge of details has announced that two pilots and two alternates have been selected to fly the big plane now being constructed for the effort, and that financing of the scheme has been arranged. Hotta, Kiyoshi and Kamel, both noted aviators, have been selected first choice for the crew with Goto and Suwa as alternates.

It is planned to start the flight in a hydroplane built in this country—making it an all-Japanese affair. Yamagiro Taki, a member of the Japanese Diet from Hyogo prefecture, has donated 100,000 towards the fund for financing the effort.

The route for the flight has not finally decided but it probably will be via Midway, Hawaii to San Francisco. The effort is under the auspices of the Imperial Aviation Society.—United Press.

PRIDE OF ITALY.

Ant Motorship Leaves Genoa On First Trip.

Genoa, Nov. 11. Italy's pride, the giant motorship "Augustus," sailed from here on her maiden trip to-day. The "Augustus" is the largest motorship ever built. She was ordered two years ago by the first of a large fleet of these vessels to be constructed by the Italian Government. Premier Mussolini personally attended to ordering.

It was recently announced that "Augustus" will be placed on the trans-Atlantic run to replace the "Incessante Mafalda," which sank on the coast of South America with a large loss of life.—United Press.

OLD PRINCIPLES.

Defined By Aeroplane Designers.

Principles which have thus far been regarded as axiomatic by airplane designers have been stood head by the firm of Focke-Wulf in Bremen in the construction of a "type of heavier-than-air machine."

The new plane gives the impression of flying backward, for controls are in front and the tail and wings behind. The pilot is in the direction of the tail. The inventors claim for the new plane, known as "duck" that it has any possibility of capsizing. More important still, they say the brakes can be applied firmly and quickly when the plane reaches the ground without danger of its turning a somersault. This is of inestimable value in the case of forced landings on all fields.

When the "duck" was demonstrated recently Director Wulf and showed his confidence in the stability of his invention by letting his arms and letting the plane run alone for a while.

AUSTRALIAN AIRWAYS.

Derby to 13,976 miles on the Derby-Brisbane route, the mileage of all trips carried out in September totalled 5,106, including visits to Kalgoorlie, Southern Cross, Credin, Kellerberrin, Meckering, Tham, Bencubbin and Wyalkat.

A party of business men, finding necessary to return to Perth as quickly as possible after a country trip, made arrangements to be picked up at Mingenew by plane. A 200-mile trip to the City was accomplished in less than two hours, enabling the passengers to keep appointments which would otherwise have been impossible.

WELCOME TO FLIERS.

New York, Nov. 11. This metropolis to-day roared a welcome to Ruth Elder and Captain Haldeman who were rescued mid-ocean recently after the end of their trans-Atlantic flight to Paris. Broadway was alive with thousands of cheering people as the aviators were escorted to their hotel.—Associated Press.

NEW AIR FIGHTER.

London, Oct. 24. The Air Ministry is at present testing a new amphibious fighter which can alight either on deck on an airship or on the water side.

It is called a Parnall-Napier and is intended for reconnaissance work and for reporting the effect of gunfire from

BRITAIN'S CHANCE.

Sir Alan Cobham's Prophecy.

London, Oct. 12. T. Stanhope Spragg, (Editor of Airways) writes to the "Singapore Free Press":

Many people will remember the amusing drawings which humorous artists used to give us in the early days of aviation. They were pictures of all manner of wild and weird aircraft dashing about the air, and these aerial monstrosities ranged from fat commercial gentlemen who had attached themselves to umbrellas with convenient little motors mounted on their frames, aerial bansom cabs, airships in the form of fierce looking dragons, to various craft with mounted sails and propellers and looked a cross between an early steam yacht and a motor-car.

It was all very absurd, of course. Most of us laughed at them as a clever dream of the Jules Verne type, but probably not a dozen of us took them, for one moment, seriously, or ever imagined that the owners of the private owners of aeroplanes could ever dawn within the span of our own lifetimes. Nevertheless these humorous artists built much better than they knew, and what they regarded as a most excellent jest some fifteen years ago has now become our serious practical concern.

Who, for example, would dare to put a limit to the periods when most families have their own aeroplanes? Will this day dawn within the next five years, ten years, or twenty-five years? Who can tell? I, personally, am one of the optimists, and I believe that within the next ten to fifteen years aeroplanes will come into general use for ordinary everyday transport, and I noted the other day that Sir Alan Cobham, the well-known long distance aviator, in a speech he delivered in Devonshire, was equally enthusiastic. He tied himself to the prediction that in ten years' time aviation will be as common as motoring is to-day.

Wanted—Air Records. Meanwhile, it is interesting to observe that we are waking up here in England to the importance of annexing some air records on our own account. There is, for example, the case of Captain R. H. Macintosh, the daring pilot, who, undismayed by the fogs which had put a sudden end to his flight across the Atlantic from the East to the West, has now turned his face in the opposite direction and is set out on a four thousand miles, or longer, non-stop trip across Southern Europe to India. He hopes to beat Chamberlin's record, and when I saw him yesterday he assured me that he was quite undaunted by the aerial terrors, real and imaginary, of the Persian Gulf, which claimed Flt. Lt. Carr's machine when he attempted a similar flight some weeks ago. Nor can it be escaped notice that British light aeroplanes are also being used, in ever increasing numbers, to set up valuable British records.

There is no doubt, however, of the fact that Flight-Lieut. Webster, in winning the Schneider trophy for Great Britain at a speed of 281.49 miles per hour has set the authorities on their mettle. Many friends of aviation in this country would like to see the British Air Ministry go seriously after the international height record now that the egregious French pretender has been exposed, for it is a record that is much coveted. We already hold it in the light plane field, and if we could only gain it in the unlimited class, we should certainly believe that we had something to write to the British Dominions about.

Popularly, the Schneider Cup is supposed to have cost us a hundred thousand pounds to annex, but the height record could, of course, be gained with a very much smaller cost than that.

Off to the Far East. One of the greatest Empire flights ever planned will begin at Calshot on October 17 when four all-

metal Supermarine Southampton flying-boats will start on a twenty-five-thousand miles' flight service cruise to Australia and back to Singapore.

After flying round the Australian seaboard the boats will make for Melbourne and then I am informed, will go back to Singapore, which will be their permanent base. It is stated that they will then become the nucleus of the Air Force in the Far East, which, with the headquarters at Singapore, will co-operate with the Australian Air Service.

There seems to be general agreement among British experts that vastly more service is done to avail by Empire flights of this sort than the trans-Atlantic flights by which we have been recently thrilled. Very soon now our Imperial air routes will have to be worked either by giant flying boats or airships—and certainly not by the medium-powered land planes that have recently been setting up all the records. As a matter of fact, these "Southampton" flying boats definitely give us the lead in flying boat construction. They are, I am told, the cause of envy and considerable gnashing of teeth abroad, for they could, if it were wished and the Air Ministry were so disposed, easily achieve all the records in their particular class—it is rumoured, have already done so in secret.

What amazes our foreign friends most, however, is their extraordinary seaworthiness, for they can ride out quite rough seas in safety.

Bombing Planes.

Tests are being carried out by the Air Ministry with a bombing plane that can carry a full-size torpedo and nearly three and a half tons of petrol and yet can travel at ground level at a speed of a hundred-and-twenty-five miles per hour. This

is much for the flying doctor! Now we are confronted with the flying parson! He is the Rev. Leonard Daniels, rector of Wilcannia, New South Wales, a parish as large as England. I remember meeting him some time ago at the London flying club, and he impressed me very much with his zeal, coolness and common sense.

He told me, and some of my press colleagues, that hitherto it has been impossible, owing to the lack of road and rail communication, for him to visit all his parishioners even in a twelve-month. With the Moth he will be able to reach the farthest corner of his huge parish in a few hours, and thus many weeks of valuable time now consumed in cross-country travelling will be saved. The funds for the purchase of the machine, which will also be used to carry medical assistance to scattered farms and homesteads, have been raised by collections during a six-months lecture tour which Mr. Daniels has made in England under arrangements made by the Colonial and Continental Church Society.

The machine will be painted silver with purple struts, and will bear the words "Church of Eng-

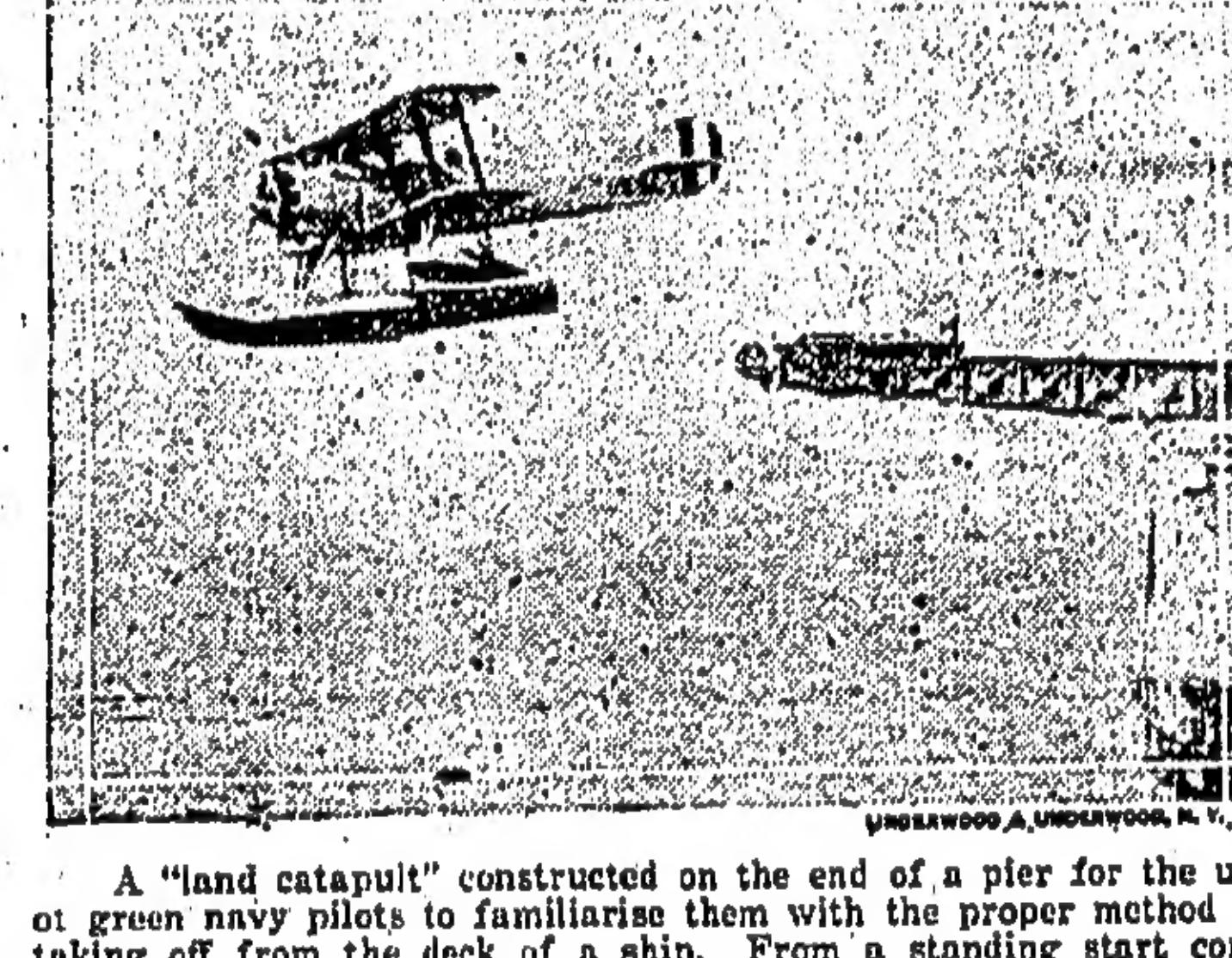
"I Am Levine."

I hope I am betraying no confidence when I tell the world that that arch comedian of aviation, Mr. Levine, the American financier, has left few regrets by his sudden determination to return to "God's own country." He has, of course, been flying all over Europe as a kind of uncrowned Air King of America, landing promiscuously, refusing to produce any passports, and meeting all demands with the magic words "I am Levine."

Let us ask ourselves seriously whether aviation is worth the bones of a single human being. It appears to be assumed, in a thousand utterances upon the subject, that Science has solved the problem of flight, and that all that remains is to make improvement. We constantly see the suggestion made that the lives of aviators are not given in vain, and that when their machines crash or crumble, the consequent deaths, often by burning, are not spent uselessly because aviation has a great commercial future. A great thought for any day, that. What if a nice boy or two be burned alive every week if mankind is to gain commercially? I suggest here, in the plainest language, that the economic argument has no foundation whatever, that aviation has as yet no sound scientific basis, and that nothing has been done either with aeroplanes or "airships" that gives the slightest encouragement to the argument that flying will ever be worth while commercially.

Alleged Commercial Aviation.

It is perfectly true that in several countries some thousands of



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machine was originally built as a high altitude bomber and can climb to a height of twenty thousand feet, or nearly four miles, and even then can travel at a hundred miles per hour.

The Americans are not backward in this direction, for a bombing machine has just been completed for the American Army Service for which a speed of a hundred and sixteen miles per hour is claimed and which, when fully loaded with bombs, will weigh over seven and a quarter tons. This is said to be the largest all-metal machine in the world.

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IN ONE

"OVERLAND CHINA MAIL"

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Dramatic developments have occurred in the North where General Tang, the Hankow war lord, who defied the Nanking Nationalist group, suddenly took ship and escaped. Looting has taken place in Hankow, with a fire in the native city, and at time of going to press a state of great tension prevails. Wuhan has fallen.

Contrary to expectations General Li Chai-sum, the Commander-in-Chief in Canton, has come down to Hong Kong by rail with Mr. Wang Ching-wei, and both of them have gone to Shanghai to attend a meeting of the Nationalist Convention and to meet General Chiang Kai-shek.

This week's issue of the "Overland China Mail" contains a full report of the Armistice Day celebrations in the Colony. This is sure to be read with great interest by all relatives and friends at Home.

Cricket and football matches are given full attention, particularly the former in view of the near approach of the inter-port games against Shanghai and Malaya.

READY NOW.

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Mail via Siberia closes at 10.30 a.m. on Saturday.

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ABUSE OF DUTY.

THE DISMISSAL OF JUDGE
LOO IN SHANGHAI.

NANKING ISSUES ORDERS.

In connection with the dismissal of Loo Shing-yuen, ex-Chief Judge of the Shanghai Provisional Court, we ascertained, writes the "Siu-wan-pao" on November 11, that the following orders have been issued by the Nationalist Government:

1.—The Kiangsu Provincial Government has been ordered to appoint an experienced Judge to act temporarily as Chief Judge of the Shanghai Provincial Court.

2.—In accordance with the reports of the Kiangsu Provincial Government, forwarded by Wu Chao-chu, Minister of Foreign Affairs, and Wang Chun-huei, Minister of Justice, on charges of abuse of duty, etc., the service of Loo Shing-yuen is to be terminated, and will be dealt with by the supervisory committee.

HAIHO SCHEME.

MEASURES TO IMPROVE RIVER
AT TIENSIN.

Peking, Nov. 11. The Ministry of Interior, in Peking to-day has announced the programme for the drainage of the Hailuo, Tientsin.

It has been arranged that in the upper stream of Yuntinghe River in the vicinity of Huailai and Lukowchiao embankments will be erected to prevent flood, while in the down stream, tributaries will be opened for letting the water to the sea, thus preventing sedimentary accumulations at the mouth of the river. The total cost for the above is estimated to be \$32,600,000.

At the same time, drainage will be started at Peichang to lead the water into the sea via Peitang. Embankments of different sizes will also be constructed in the above vicinity. The cost for the latter work amounts to a sum of \$2,000,000.—Kuo Wen.

NASSAK DIAMOND.

TARIFF QUESTION IN U.S.
CUSTOMS.

Washington, Nov. 2. The Customs officials are puzzled in regard to the famous Nassak diamond, sold by the Duke of Westminster to a Parisian jeweller who sent it to this country to be sold.

The diamond, which is valued at \$200,000 and which is supposed to have formed one eye in an ancient image of the god Shiva in India was first ruled to be entitled to enter the country as an artistic antique duty free. But the diamond dealer here protested it should be taxed 20 per cent under the tariff law, because it had been cut and used as a jewel in England.—Rengo.

HARD LUCK.

TWENTY MILLIONS LOST FOR
A SUIT OF HARNESS.

Vancouver, B.C., Oct. 10. James Clandenning, 90, who years ago was refused the site upon which Winnipeg is built because he would not throw in the harness with a team of horses with which he was bargaining for the site, has died here.

The land deal fell through when the owner of 20 acres around what is now the corner of Main and Portage Avenues, Winnipeg, demanded the harness in addition to team. The site recently was assessed at \$20,000,000.

LABOUR PROBLEM.

DEMAND FOR WORK IN
JAPAN.

Tokyo, Nov. 10. With a view to forcing the Municipality to raise the minimum wage and to provide employment during the winter months, about a hundred labourers forced their way into the presence of the Mayor of Tokyo to-day and resorted to violence to make him accept their petition. Police subsequently arrested fifteen of the intruders.

140 BILLS PASSED.

RECORD DAY FOR PHILIPPINE
LEGISLATURE.

Manila, Nov. 11. The seventh Philippine Legislature adjourned at two o'clock this morning after a 26-hour sine die session passing 140 Bills and defeating a measure submitted by Acting Governor-General Gilmore for the improvement of inter-island shipping.

WHEN DREADED CROUP
COMES.

A thing of dread, that comes in the night without warning. Just a hoarse, metallic cough, a choking, gasping for breath, a threat of suffocation. On the relief of knowing that there is a bottle of Chamberlain's Cough Remedy in the house. See how it clears away the choking phlegm, stops the hoarse coughing, brings relief and aches to the little sufferer. Sold everywhere.

PETTY TYRANNY.

OFFENDED CONSTABLE'S
RETALIATION.

INCIDENT IN PEKING.

Peking, Nov. 5. A case of petty police tyranny occurred on Thursday outside Teh-shenmen and resulted in the suspension of the offender on Friday afternoon.

Mrs. Chao is widow and in the tailoring business. She has a son, aged 15, and in addition employs a number of apprentices in her establishment. Friday was fixed for the wedding of the son, and as is the Chinese custom, there was a small party on the eve of the wedding day.

When Mrs. Chao and several of her relatives were chatting in the bridal chamber and discussing plans for the morrow, a policeman, named Ma, broke into the house under the pretext of searching for gamblers. He hit right and left, and after injuring the groom-to-be and one of the young apprentices, searched the room of Mrs. Chao and got hold of a mahjong set. He then took two employees into custody and left.

Mrs. Chao was stunned by this sudden raid and in a moment of despair attempted to commit suicide by hanging herself with a rope. She was saved in the nick of time. The arrested apprentices were released after midnight for money to pay the fines which the policeman imposed upon them. The case would have been ended there and then had it not been for an indiscretion on the part of the policeman. Before leaving he said "that now he had got even with the family." It at once occurred to Mrs. Chao that several days ago she had offended Ma.

The widow yesterday afternoon personally called on the police officer of the Teh-shenmen district and uncovered the case to him. The officer became very angry and at once ordered an investigation. In the meanwhile the delinquent policeman is suspended.—Kuo Wen.

OFFICER LOST.

LIEUT. T. S. KNOWLES LONG
OVERDUE.

Peking, Nov. 11. Considerable anxiety is felt here for the safety of Lieut. T. S. Knowles, of the East Yorkshire Regiment, attached to the Legion Guard, who is overdue from a hunting trip.

Lieut. Knowles' got a fortnight's leave three weeks ago for a hunting trip in the Mentoukou district, to the west of Peking, leaving with only a native guide. Since then fighting has broken out in that area between Fengtien troops and Shansi raiding parties. The authorities fear for his safety, although it is considered possible that when he found himself in the area of hostilities Lieut. Knowles took refuge in one of the monasteries in that region.

Messengers have been sent to the Mentoukou district and Aukouchun troops are securing the Western Hills in an endeavour to trace him.

"HOT TIME."

GREAT SALVATION ARMY
CAMPAIGN.

London, Nov. 3. "Sinners of all descriptions are in for a hot time during the next few weeks," is the official comment of the Salvation Army on the campaign during the present month for the conversion of Great Britain by "red-hot gospelers."

This salvation siege was opened at 11 o'clock last night, when 2,000 men and women of all ranks congregated in the City Hall in Glasgow.

Scenes of remarkable fervour and religious devotion were directed by the septuagenarian leader of the Salvation Army, General W. Bramwell Booth, till 4.30 o'clock in the morning.

Similar night prayer meetings are being conducted by Salvationists in London and the Provinces.

CURE FOR ASTHMA.

CHINESE REMEDY TRIED IN
LONDON.

There is new hope for those suffering from asthma in the form of a drug, synthetically reproduced and contained in a curative plant, Ma Huang, which has been known to the Chinese for thousands of years. It is one of the features of the Medical Exhibition being held at Westminster.

European doctors all these years have endeavoured to obtain supplies, but suspicious Chinese who regard the plant as a certain cure allowed little to come to the West.

Recently, English chemists discovered a plant containing a new drug which they named Ephedrine. Though the quantity securable is insufficient for testing its efficacy, they are now manufacturing large quantities synthetically.

PROTECTION OF LABOUR.

Geneva, Nov. 7. The International Labour Bureau at Geneva, pointing out that 25,000 workmen died in the United States in one year as the result of labour accidents, recommends stern legislation everywhere to ward off such accidents.

CHINESE GRAFT.

NEW WAY ON EXORTING
MONEY.

MOTORISTS WARNED.

A new case of "graft" has recently been brought to the attention of foreigners who require Chinese licences for motor vehicles in Shanghai. Renewal of these licences at the present time in Chinese registration bureaux brings to light the fact that two small notices had appeared in Chinese papers one being, it is understood, the "Shun Pao," calling the attention of whoever might have been fortunate enough to have seen them to the regulation that all renewals were to have been made between October 16 and 31. Failure to comply with this, the announcement of which reached so small a fraction of the general public, both Chinese and foreign, as to make it negligible, resulted in fines.

A fine of \$4 was imposed on private vehicles, \$2.40 on hire or public cars, 60 cents on rickshas and 40 cents on bicycles. As no single instance of an application for renewal is on record during the period set forth, the revenue which the Nationalist authorities expect to draw from the new tax or "fine" is understood to be large.

Other so-called innovations in the motor car department is a new regulation that all cars must pass an inspection before they can get a licence. According to a Chinese informant who had occasion to question the new regulation, it is being carried out in theory along the same lines as that employed by the Shanghai Municipal Council. Actually, however, two forms of inspection are gone through, one being a vigorous blowing of the horn of the car and the other a switching on and off of lights to the satisfaction of the officials who then issue a licence, provided all fines, etc., are paid. A big licence plate is also being issued instead of the small disc used hitherto, the latter being placed over the large plate.

Crowds of Chinese wishing to register appeared at the offices in Chinese territory yesterday but an insufficiency of the new forms to be filled in kept the line waiting for several hours during which time many of the "fine-payers" left, including the Chinese who was attempting to renew his foreign master's licence.

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China Mail

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HONG KONG, SATURDAY, NOVEMBER 19, 1927.



LONDON SERVICE.

"SARPEDON" 30th Nov. Marseilles, London, Rotterdam & Glasgow
"DIOMED" 27th Dec. Marseilles, London, Rotterdam & Hamburg
"PATROCLUS" 27th Dec. Marseilles, London, Rotterdam & Glasgow
"ORESTES" 10th Jan. Marseilles, London, Rotterdam & Hamburg
*via Casablanca.

LIVERPOOL SERVICE.

"TITAN" 21st Nov. Genoa, Havre, Liverpool & Glasgow
"PELEUS" 21st Nov. Genoa, Havre, Liverpool & Glasgow
"CYCLOPS" 20th Dec. Genoa, Havre, Liverpool & Glasgow
"MENTOR" 20th Feb. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"AENEAS & YOKOHAMA" 24th Nov. Victoria, Vancouver & Seattle
"TALTHYBIUS" 24th Nov. Victoria, Vancouver & Seattle
"Aegean" 17th Dec. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"PHENIX" 26th Nov. New York, Boston & Baltimore
"MACHAON" 18th Dec. New York, Boston & Baltimore

PASSENGER SERVICE.

"PATROCLUS" 10th Nov. 4 p.m. Shanghai
"HAIKU-SEN" 29th Nov. Singapore, Marseilles & London
"PATROCLUS" 27th Dec. Singapore, Marseilles & London
"ANTENOR" 25th Jan. Singapore, Marseilles & London
"HECTOR" 22nd Feb. Singapore, Marseilles & London

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INWARD MAIIS.

From	Per
SATURDAY, NOVEMBER 19	
Shanghai & Swatow	Chinhus.
SUNDAY, NOVEMBER 20	
U.S.A., Honolulu, Japan & Shanghai	Pres. Polk.
Manila	Pres. Lincoln.
MONDAY, NOVEMBER 21	
Europe via Negapatam (papers only London, 20th Oct.)	Laisang.
U.S.A., Honolulu, Japan & Shanghai	Pres. Cleveland.
Straits & London Parcel Mail (London, 11th Oct.)	
Shanghai & Amoy	Khiva.
TUESDAY, NOVEMBER 22	
U.S.A., Canada, Japan & Shanghai	Emp. of Canada.
Japan	Mishima Maru.
U.S.A., Honolulu, Japan & Shanghai	Shinjo Maru.
WEDNESDAY, NOVEMBER 23	
Japan & Shanghai	Sphinx.
FRIDAY, NOVEMBER 25	
Shanghai	Mongolia.

OUTWARD MAIIS.

For	Per	
SATURDAY, NOVEMBER 19		
Haliphong	Tonkin	1.30 p.m.
Shanghai & Europe via Siberia	Patroclus	2.30 p.m.
Shanghai	Ramses	3.30 p.m.
Amoy	Klungchow	5 p.m.
Manila	Pres. Polk	5 p.m.
Saigon	Prosper	5 p.m.
Swatow	Chakang	5 p.m.
SUNDAY, NOVEMBER 20		
Shanghai	Trier	9 a.m.
MONDAY, NOVEMBER 21		
Swatow, Amoy & Foochow	Kishu Maru	8.30 a.m.
Swatow	Hydrangea	2.30 p.m.
Strata	Titan	2.30 p.m.
Shanghai, Japan, Honolulu, "U.S.A., Canada, "C. & S. America, & Europe via San Francisco—due San Francisco, 16th Dec. & Europe via Siberia. Parcels 8 p.m. Registration 4.15 p.m. Letters 5 p.m.	Pres. Lincoln	4.30 p.m.
Amoy	Chekiang	4.30 p.m.
TUESDAY, NOVEMBER 22		
Ho-how, Pakhoi & Haliphong	Minado Maru	8.30 a.m.
Shanghai, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 23rd Dec. R.P.O.—Registration 10 a.m. Letters 10 a.m. G.P.O.—Registration 11.45 a.m. Letters 12.30 p.m.		
Amoy		
Swatow, Amoy & Foochow		
Manila		

WEDNESDAY, NOVEMBER 23		
Swatow, Amoy & Formosa	Sphinx.	
"Manil, Australia & New Zealand via Thursday Island—due Thursday Island 5th Dec. Registration 8.45 a.m. Letters 9.30 a.m.	Hal Ching	Noon
Sandakan	Pres. Cleveland	4.30 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Victoria, B.C.—due Victoria, B.C. 13th Dec. & Europe via Siberia. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.	Taiwa Maru	8.30 a.m.
Amoy	Pres. Grant	
Manila	Emp. of Canada	8.30 p.m.
Amoy	Lat Sang	5 p.m.

*Correspondence bearing vessel's name only.

BIG SURPRISES.

Chinese Military Methods.

A NEW ATMOSPHERE.

Complete Transformation in The North.

Mr. Putnam Weale, writing from Peking on November 4 to the "Shanghai Times," says:—

This is the strangest of all the recent wars in China and the most secret. Even the best informed men have not yet discovered its final outlines. Topography is playing a part it has never played before; and so is the fact that no quarter is being asked or given. The fighting has been bitter in the extreme even in small obscure actions; and so far from the conventions of the old-fashioned Chinese conflict being preserved, with armies amiably retreating before stronger forces, desperate bayonet-attacks have been common as well as a plentiful use of grenades.

Take the topography. The mountains and hills of Shansi impinge upon the great North China plain in such fashion that hundreds of narrow well-protected gorges reach almost to Peking's gates and menace the railway to Hankow during a run of three hundred miles and more. It is for all the world as if a great bony hand was stretched from the Western mountains down to the plain on which stands Peking, the fingers being the valleys. These form ideal corridors for guerrilla bands to use—and so seemingly from every quarter the guerrillas have come. Although the main avenues have been cleared, almost daily subsidiary lines of approach are discovered down which many armed men continually pass. Thus while the bulk of the Manchurian army has been employed in shattering the main Shansi forces and clearing the railways North and South of Peking, so that the communications may be restored, all the resources are hardly sufficient to round up countless' groups of irregulars, many in plain clothes, who roam the country and create unrest. Half a million men would be none too many to deal with this scattered warfare which dies down only to break out afresh; there are not half that number available. So the conflict is now well into its second month and no one is sure how many more days must pass before it dies away.

No Advance Plans.

Then as to the secrecy. Hitherto it has been the golden rule for the native newspapers to publish well in advance even the most secret moves. They naively preface such reports with the words, "most confidential information," so as to show how well-informed they are and how close a contact they have with the chief actors. This time, however, the newspapers have been beaten to a standstill not by the censor but by the organisers of this ingenious assault that was to sow Chang Tso-lin up in a bag and then ship him home to Manchuria. It is not the censorship that is so troublesome; it is the unexpectedness of everything. This proves conclusively that the preparations for the surprise are of very long standing, and that Shansi has allies in unexpected quarters. Each day reveals some fresh fact. All the men who have fallen into obscurity in years gone by seem to be coming out of the shadows and taking a hand in the hope that they will obtain power. Every possible way of spreading panic and alarm has been thought of; and only by the utmost vigilance has Peking been saved from a coup de main carried out by bomb and revolver corps.

The story of Chochow—that market town on the Hankow railway that is only 40 miles from Capital which was so secretly seized by a Shansi brigade and is still in their hands—becomes more amazing every day. A stratagem resembling the tale of Ali-Baba and the 40 thieves was practised to capture the place. Soldiers dressed as peddlers came into the town in numbers, and opened booths near all the gates. At a given word, they threw off their long coats, drew their revolvers and held the town long enough for uniformed battalions to march in from the hills. Had things gone well for Shansi on

NAVAL PROGRAMME.

Government's Decision Criticised.

CAUSES GRAVE CONCERN.

Strong Fears Of The Navy League Expressed.

London, Yesterday. Sir Cyril S. Cobb, Chairman, and Commander H.M. Denny, Secretary, of the Navy League, write to "The Times" stating that the Government's decision not to proceed with laying down the two cruisers voted by Parliament will cause grave concern to all patriotic citizens especially in the Dominions.

They express the opinion that the decision will result in a hurried emergency building programme in the future when the country suddenly realises its danger.—Reuter's American Service.

Washington, Yesterday.

Great Britain's decision to lay down only one cruiser will not produce any modification of the United States programme of cruiser building, but it will strengthen President Coolidge in the inevitable struggle between the "Big Navy" group in Congress and the Administration.—Reuter's American Service.

EARLIER VIEWS.

On March 7 last Sir Cyril S. Cobb and Commander H.M. Denny, as Chairman and Secretary of the Navy League, wrote to the Home newspapers:—

In your paper, and in the Press generally, there have been numerous comments on the proposals of President Coolidge and on the general question of the limitation of naval forces, but there is one important aspect of this matter which has not received the notice it deserves. In view of special circumstances applicable in a far greater degree to the British Empire than either to the United States or Japan it is essential that our representatives at the proposed conferences on the limitation of armaments shall possess not only the requisite knowledge, but also definite authority to explain clearly that the suggestion of a ratio of 5-3 cannot be made applicable to British cruisers and smaller vessels. This view has already been recognised in America as fundamental to any proper consideration of the whole question.

Mr. French, chairman of the House Naval Committee, speaking in the United States Congress on January 4, 1927, plainly stated that "Great

JAPAN'S POLITICS.

Peers Resign From Party.

REFORM MOVEMENT.

Future Of The Kenkyukai Party.

Tokyo, Nov. 13. The movement for reform of the Kenkyukai (the most influential Party in the House of Peers) which was started by some of the members of the Party some little time ago, is gradually growing sharp, and there is a great deal of unrest among the party.

Indignant at the action of the reformers, Prince Fumimaro Konoe, Prince Saneyoshi Ichijo, Marquis Tsuneyasu Nakamikado, Marquis Sukechika Nakayama, and Marquis Ryukel Shijo last evening suddenly notified the Party in writing of their withdrawal from the membership.

In this connection, Prince Fumimaro, who is an adviser to the Party, told Press representatives: "We have seceded from the Kenkyukai, because it is quite impossible for us to discharge our duties as members of the House of Peers in the present state of affairs of the Party. We will endeavour to muster up persons with the same end in view in order to organise a new group."

Hearing of the secession of the five members, leaders of the Kenkyukai are confused and are making every effort to detain the seceders. There is a sign that other members of the Kenkyukai will bolt from the Party. Premier Baron Tanaka, seeing the seriousness of the situation, is also making efforts to persuade the seceded peers to return to the Party.

In view of the approach of the political season, the development of the affair is being closely watched by the public.

The members of the House of Representatives, those of the House of Peers, and ex-Dict members, who are affiliated with the Minseito (the Opposition Party), held a meeting yesterday. In the course of the meeting, those present bitterly censured the Government for its "misadministration" regarding the relief of financial circles and the foreign policy. After an exchange of views, it was agreed among themselves that a movement should be started to overthrow the Government.—Toho.

Resignations Planned.

Tokyo, Nov. 13. The sudden withdrawal from Kenkyukai membership of Prince Konoe and five other influential members is generally observed not only to greatly affect the future activity of the Kenkyukai Party but will also give a comparatively great effect to the Upper House as well as to political circles.

It is said to be some time in July, this year, that they first planned their resignations. The cause for the resignations is said to be that they oppose the Kenkyukai members in the Upper House who persuade the House to reject even those ordinary bills which have not much concern to members of the House, without giving any assistance to the intention of the government and the Lower House. Prince Konoe and others are of opinion that, whenever a bill has passed the Lower House in co-operation with the Government, it must be for the Upper House members to give ample support of the purpose of the bill, while, as for the Upper House members, they have never given any support to the Government, and the motive at the back of such act is always rumoured to be due to some impure intention which Prince Konoe and others seem to be disgruntled and the honour of the House.—Toho.

SHELL TRANSPORT DIVIDEND.

The following telegram was received to-day by the Chartered Bank from the head office in London:—

Shell Transport & Trading Co. Ltd., declared dividend at the rate of 2s. per share free of Income Tax payable January 5, 1928. Bearer Coupon to be presented No. 50.

TO-DAY'S DOLLAR. The closing rate of the dollar on demand to-day was 2/0 5/16.

THE DOLLAR DIRECTORY CO.

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AND
PAUL WEGENER

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TO-DAY ONLY
At 2.30, 5.10, 7.15 & 9.20.

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With LAURA LA PLANTE

AT THE
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TO-DAY ONLY
Orchestra at 5.15 and 9.20. Chinese Interpreter at 2.30 & 7.15.

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From the Stage Success.

With CHARLES MURRAY
VERA GORDON
GEORGE SYDNEY

Laughs and Still More Laughs.

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At 9.15.—Our Cabaret in "A LA CARTE."

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